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**THE WORLD'S AUTOMOBILES**  
**1880-1955**



*Also published in association with*

**"THE MOTOR"**

**FROM VETERAN TO VINTAGE**

**MORE MOTORING ABROAD**

**"THE MOTOR" YEAR BOOK**

**THE SKILFUL DRIVER**

# THE WORLD'S AUTOMOBILES

1880-1955

A RECORD OF 75 YEARS OF  
CAR BUILDING

G. R. DOYLE



TEMPLE PRESS LIMITED  
BOWLING GREEN LANE  
LONDON, E.C.1.

FIRST PUBLISHED 1931  
*War-time Supplement issued 1944*  
SECOND EDITION PUBLISHED 1957

*Published in association with*



*Printed by Richard Clay and Company, Limited  
Bungay, Suffolk*

MADE IN GREAT BRITAIN

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## FOREWORD

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The first edition of this work contained a foreword by S. F. Edge, and I can think of no greater journalistic honour than to be allowed to follow so distinguished a motorist in my preface to the second edition.

When the century was young and motorcars a novelty, few writers realized the importance of recording vital statistics before it was too late. In the immense upheaval which followed the acceptance of individual mechanical transportation, few paused to consider that out of the great army of enterprising pioneer manufacturers a mere handful would survive the impact of our rapidly changing times.

All honour, therefore, to the author of this astonishing volume who realized that history so dramatically made would, with equal suddenness, be lost unless someone devoted many thousands of hours to research and did so before the early evidence had vanished for ever.

*The World's Automobiles, 1880-1955* is unique and as a reference work invaluable. It must take its place in the libraries of all who are connected with the motorcar. Those of us who are old enough to recall most of the now so nearly forgotten names in these pages hope and believe that a younger generation will derive immense interest and pleasure from a directory which is, to the best of my knowledge, the only one of its kind in the World.

CHRISTOPHER JENNINGS, M.B.E.

*December 1956.*

*Editor of "The Motor"*



**PART I**

**STAGES IN THE DEVELOPMENT  
OF TODAY'S MOTORCAR**





## INTRODUCTION

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The modern Wonders of the World, although many people are content unconcernedly to profit by the benefits derived therefrom, afford to others an absorbing subject of historical research.

We attained, in the year 1956, the Diamond Jubilee of the first exhibition of cinema films in New York; of Marconi's successful transmission over a distance of two miles; of the proud triumph of British "motorists" (to use the curiously unscientific expression still in vogue), at last permitted to travel on their country's roads at 14 miles an hour. Concentrating on that most practical of marvels, mechanical transport, and endeavouring to trace its genesis by persual of the late-Victorian Press, we soon find ourselves checked by a thwarting difficulty in identifying the makes of cars quoted. We may read, for instance, that a 1901 rally was attended by a Marshall dog-cart and by other motor vehicles branded Hozier, Anglian and Triumph. Ten years later, these designations (though not necessarily the cars) have vanished, but there appears on the scene an "Autocarrier". Of this name we have never heard (unless of a cross-channel car ferry), and it is astonishing to be informed by expert friends that the firm still manufactures vehicles, while on the other hand the Coventry firm of Triumph declare they never made an automobile before 1923. Again, we cannot understand how it comes about that the Star has to be manufactured simultaneously in Wolverhampton and New Jersey.

All this is puzzling enough, and must afford much concern to Mr. Field and other officials of The Veteran Car Club of Great Britain.

The time is perhaps due, while the information is still obtainable with the help of pioneer enthusiasts, to submit a list containing what we hope will be accepted as the one standard designation of each of the more reputable makes of automobile, or of as many of them as are covered by trustworthy particulars coming into our possession.

They are mostly—alas!—merely historical inscriptions and nothing more, but they deserve "the passing tribute of a sigh", for the rich legacy we today enjoy in the motorcar was acquired for us by, maybe, 5,000 constructors in 33 different countries, their ventures untimely terminating after a plucky struggle, and their work-place knowing them no more.

In the hope, therefore, that such a memoir will be valuable to historians, interesting to early motorists and edifying to the young, *The World's Automobiles, 1880–1955* selects this anniversary as a fitting occasion for striving to record at least the names and territories of those pioneers who have borne the heat of the day.

## CHAPTER ONE

### THE BIRTH OF THE AUTOMOBILE

---

Our idea of a “mechanically-propelled vehicle” is a carriage made to go (even uphill) without the help of animals, human or otherwise—a vehicle exempt from Dr. Johnson’s caustic stricture following (apparently relating to an early invalid carriage):—

26th October, 1769. Mr. Fergusson, the self-taught philosopher, told of a new invented machine which went without horses; a man who sat in it turned a handle, which worked a spring that drove it forward.

‘Then, Sir,’ said Johnson, ‘what is gained is, the man has the choice whether he will move himself alone, or himself and the machine too’.

“Who, then, built the first car?” readers will ask. This, of course, would be nice to know, but any historian of experience will have the sense to give an evasive answer. In questions like this, we must distinguish between the thinker who first had the idea and the practical genius who first brought it to fruition—and even then there’ll be much contentious argument. The *idea* of heavier-than-air flight is associated with an account of Icarus, who so unfortunately pancake-landed in the drink, and of his distinguished papa Daedalus, architect of a pre-Hampton Court maze. Cinematograph pictures, according to the late Will Day, were found in the prehistoric caves at Altamira, and there is considerable evidence to show that the power of steam, and even some of the properties of electricity, were known to the ancients.

The *idea* of a remote-controlled motor tricycle is remarkably conveyed in Homer’s account of a visit to Vulcan’s forge, for in Book XVIII of the *Iliad*, lines 373–376 (from *tripodas gar eeikosi* to *dusaiat agona*) are thus rendered in Pope’s translation:—

That day no common task his labour claim’d:  
Full twenty tripods for his hall he framed,  
That, placed on living wheels of massy gold,  
(Wondrous to tell) instinct with spirit roll’d  
From place to place, around the blest abodes,  
*Self-moved*, obedient to the beck of gods.

These surely must have been Show models: later series productions would presumably dispense with the solid gold wheels.

It is recorded that a mechanically-propelled vehicle was supplied in 1479 to the city of Antwerp, and it seems that Gilles de Dom, after a satisfactory trial run, was paid 25 livres for it. I suspect, though, that this vehicle was mechanically propelled rather than mechanically powered, and it will be fairly generally conceded that the automobile must have sprung from steam road carriages, of which various attempted solutions appeared shortly before the inception of the railway. Although hardly a complete success, an exceedingly creditable example was Nicholas Cugnot’s huge globular boiler, made to propel a clumsy chassis through the streets of Paris at about 6 kilometres an hour.

Cugnot’s formidable steam car of 1769 (a date curiously identical with that quoted at the beginning of this chapter), which may be studied in the museums

## THE BIRTH OF THE AUTOMOBILE

of Paris and South Kensington, has been accepted as the Father of the Automobile, but it will be agreed that, despite the delightful smoothness, silence and efficiency of the beautiful record-breaking Stanley of 1906, steam is not the prevailing system for modern cars. Its almost complete supersession by the internal-combustion engine is at least partly due to two important considerations—namely, the steam car's early disadvantage of constantly needing more water, and the Otto engine's recent advantage, even with "everything turned off" for several days, of starting almost instantly. The quest of smooth forward progression by the conversion of explosions is not a pretty engineering idea, reminding us of the Lagado boffins engaged in softening marble to make pillows and pincushions; but we must take a broad view, realizing that steam vehicles on the road cannot emulate the train, which takes in water without stopping, and, for that matter, the theoretically ideal locomotive is electric, anyway, because it doesn't have to bear the weight of its generating machinery, the fount of power being a resource-opulent factory somewhere "on terra cotta", as the old lady said. In these circumstances great credit is due to the brilliant conception of an independent engine-cum-power source which used air instead of water as complementary "fuel", and eventually enabled a small car to travel for easily a thousand miles without re-provisioning. Let us carefully note the inventor's name, for this was Modern Car Number One.

Etienne Lenoir—Paris—1862

Lenoir's car, foreshadowed by a specification on view at the Great Exhibition of 1851, used some kind of petroleum spirit vapour, it worked satisfactorily and actually had electric ignition! Although hotly contested at one time, the claim on his behalf is supported by the grant of master patent No. 43,624 of 1860.

With the Shakespeare quotation "The Spirit of the Time shall Teach Me Speed", a Hackney Wick firm of petroleum spirit distillers advertised their brand of motor fuel under the very handy name of "petrol". Finding no dictionary word to be nearly so suitable, therefore, I propose to use throughout this work (with grateful acknowledgements to public-spirited Messrs. Carless, Capel and Leonard) their word "petrol" to describe motor spirit with a flash point of under 73° F. A great rival to Lenoir's bid as maker of the first petrol car is enthusiastically sponsored by the Austrian authorities, for they maintain the earliest genuine modern car came from Vienna-born Siegfried Markus in 1875. The Markus, whose steering arrangement is really charming, celebrated its 75th birthday by giving a speed display through the streets of Vienna on the 16th April, 1950, at one point touching three miles per hour. Also for reliability it beat the modern American roadster in which the Chancellor, Herr Figl, was to have turned up for the ceremony, had he not been prevented by mechanical breakdown—which somehow reminds me of an incident concerning one of the Five Sporting Charlies<sup>1</sup> of British motoring, one famous for the manufacture of high-class electrical equipment. Due to attend an important trade meeting, he was stranded by ignition failure. I recently had the pleasure of seeing a British steam car of exactly the same date—the Grenville—similarly chugging along at about 6 m.p.h., to the accompaniment of cheery little whistles. It seems likely, then, that the Grenville and the Markus are the oldest car specimens in the World that still actually work.

<sup>1</sup> Friarwell, Cordingley, Rolls, Vandervell and Jarrott.

## CHAPTER TWO

### GETTING DOWN TO IT

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Thus, to France must be given the credit for these early triumphs (or at any rate momentous essays) in respect of both the great rival systems of propulsion, steam and internal combustion. What, then, of the contribution of Great Britain in sponsoring the first railway, and in the fruits of the genius of Newcomen, Murdoch, Trevithick and Watt, culminating in the admirable steam coaches of Hancock and Goldsworthy Gurney? What indeed! . . . but there are other instances where an Englishman's foresight has merely provided an industry for another country—for instance, optical glass (Chester Moor Hall and John Dollond); aniline dyes (Sir William Perkin); the cinematograph (Friese-Greene and Robert W. Paul). On the serious start of motoring, 75 years ago, it was evident that Cugnot had been a century in advance of his time, while relentless legislation had caused Great Britain to be 100 years late.

Car manufacture, it will generally be conceded, has been encouraged and fostered by a combination of favouring circumstances—a suitable, non-arctic country with adequate roads and production resources; industrial prosperity, ambition and inventive genius; sympathetic or enthusiastic inhabitants and an enlightened or open-handed government. Even so, some countries, such as Norway, Holland and Portugal, largely or exclusively import all the cars they require. The market receives a boom at the end of a war, when young people have a gratuity to spend; it early feels the dire effects of a financial slump, such as the 1909 depression which forced Colonel Pope's factories out of existence.

Although it is a gradual process, the eventual eclipse of the steam car seems to have been foreshadowed by the contributions of Lenoir and Markus. In France and the U.S.A., steam car manufacture has just been kept alive—Serpellet and Locomobile being prominent early examples—but it was prohibited in Germany, cannot be traced in Italy and has not been favoured in Switzerland, despite the fact that the Thury and Nussberger tricycle hissed through the streets of Geneva in 1878.

The great figures of the new trend were, of course, Gottlieb Daimler, Emile Levassor, Carl Benz, the Marquis de Dion and M. Bouton. They produced wonderful advances in the construction of the explosion cylinder, with proper timing and valve work. Emile Levassor and Le Commandant Krebs gave to the Panhard vehicle the best they knew in ignition, carburation and transmission, and through sheer reliability it won race after race. "C'est grossier, mais ça marche", muttered Levassor, apologizing for the gearbox that is still a necessary fitment today. Emil Jellinek, associate of Gottlieb Daimler, had a daughter named Maja, which name he wished to give to the Austrian version of the Daimler. To the super-car made at Canstatt the firm readily allotted the name of Emil's other daughter Mercedes, an appellation of Spanish colour which the French decided to spell "Mercédès", and which I once heard a cockney *gareur* pronounce "myrrh-seeds". It need hardly be said that this girl's name was to stand for all that is wonderful in car-building.

Somewhat later, the Spanish make Castro was taken over by the brilliant Swiss engineer Marc Birkigt, causing the Barcelona-produced car to be called

## GETTING DOWN TO IT

(i) Hispano-Suiza, which (except by Germans) was long thought on the Continent to be the World's finest. So, too (still today a lovely piece of British perfection), was the Lanchester many years in advance of its time, with a clever wick carburetter, balanced air-cooled engine and wonderful steering. Even in 1896 it boasted shaft drive to live axle, automatic lubrication and magneto-electric ignition (whereas the Panhards had had side chains and platinum tube).

A possible cause of poor running is quoted in the trouble-tracing chart of an early copy of "*The Motor*" *Manual* as "One or more cylinders missing", and it requires no profound cogitation to realize that this defect, nuisance enough in any car, must attain particularly unwelcome prominence in a single-cylinder. If there are more cylinders than one, there is a greater probability that one of them will be prepared to fire; the effort against compression will naturally be less per total volume; the smoothness of running will be much greater than if the entire engine gives only one thump in four of its cycle of operations. Such was found to be the case when a French 8-cylinder was made in 1902, and the daft method of reducing the speed of the early Daimler by deliberately cutting out some of the firing units was soon abandoned as indifferent engineering. In the year 1889, Fernand Forest had made for Brest harbour an engine having six cylinders, and the complete "continuity of torque" of this design appealed to S. F. Edge and Montague Napier as being ideal, as there is always one cylinder ready to fire.

This brings us to another splendid British car, second to none but the Lanchester, carefully and brilliantly made by an old-established South London firm producing fine-limit machinery such as the Mint's coin-rejecting circuits. The Napier was the first 6-cylinder car, and hence is universally copied. It was, in a 4-cylinder version, the car that triumphed over Continental supremacy—not to say monopoly—by winning the 1902 Gordon Bennett race for England, an achievement of major importance. In the hands of the same wonderful driver, the hero, perhaps, of our father's boyhood days, it established in 1907 the Twenty-four Hours' Record, which remained unbeaten for 17 years. Unfortunately out of production now, it introduced a number of excellent refinements, and embodied in general the highest standard of car construction (as may already have been gathered), but I would not claim that as a whole the engine was an entirely original conception. But then, as the late H. O. Duncan argued in *The World on Wheels*, practically all other cars are imitators of Panhard and Lanchester practice.

Just as Lenoir died poor, Selwyn Francis Edge died without having been honoured by a knighthood, a strange and painful reflection; but his name will ever live in the annals both of cycling and of motoring. One of Mr. Edge's formidable challengers was the Mors, handled by Henri Fournier, who, although one of the foremost racing drivers of his day, was highly nervous of being driven by anyone else, even at 15 miles an hour.

The Mors, in addition to its wonderful racing reputation, was afterwards notable for silence, and thus might well have adopted the slogan "*Silentia Mortis*". An entirely contrary fame was won by the 6 h.p. twin-engined Léon Bollée, which for sheer *pétard* must have stood dash and bonnet above all competitors. On the starting-up of this fearful machine in Le Mans, mothers in Tours and Angers would strive to soothe their terrified children.

The very early cars made appearance in the following order:—

Lenoir, 1862

Ravel, 1868

Markus, 1875 (first model perhaps 1873)

Amédée Bollée, 1878

Delamarre-Debouteville, 1882

de Dion, 1883

Benz; Daimler, 1885

Olds steamer; Hammel, 1886

Serpollet, 1887

Butler; Starley, 1888

Bianchi; Bonet; Panhard; Peugeot; (i) Roger; Roper, 1889

And so the remarkable new industry began, and cars soon became “pro-frolic, like rabbits”, as the barmaid in the play says of commercial travellers.

## CHAPTER THREE

### VARIOUS SYSTEMS—VERY !

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The countries embraced in the foregoing list are France, Austria, Germany, Denmark, Great Britain, Italy and Spain. Also, to be sure, two makes of American origin are mentioned—R. E. Olds' early steam venture and another private steam carriage made in 1889 by S. H. Roper of Roxbury, Massachusetts. Steam road vehicles of sorts had been produced in the States for a number of years—for instance, by William Austin, of Lowell, in 1863; by Joseph P. Manton, Providence, R.I., 1866; Isaac Mills, Pittsburgh, 1876; Field and Crabshaw, Lewiston, 1887. The official view, however, seems to be that the first U.S.A. horseless vehicle was a "gasoline" one, and that, despite the big "1877" painted on Selden's waggon, and a tall claim by E. J. Pennington (who, like Harry Lawson, I fear was not always to be taken seriously), its date of origin was only 1892, the "first successful American automobile" coming from Haynes, two years later.

The Starley was electric, and doubtless the first Coventry-built motorcar, but as Ravel, Bollée, Serpollet and the earliest de Dions were steam, I thought it only fair to give due credit to the United States. Even if steam is excluded, the movement had spread to that great country in the period between 1890 and 1900, as also to Sweden, Belgium, Switzerland, Australia and Canada, their first cars being respectively Duryea and Cederholm (1892), Vincke (1894), Saurer (1896), Pioneer (1897) and C.M.S. (1898). Finally came the Spyker (Holland), but Norway and Portugal seem never to have made a car.

Reverting to the United States, so fervently did they take up automobile manufacture that already, in 1895, about 300 makes were in production in that country, though unfortunately very few of them were dependable, and two-thirds of the number had passed out of existence by 1900. Our Index is not claimed necessarily to give the names of all these ephemeral *marques*.

Apart from the 109 American makes surviving, about a hundred factories in Europe were turning out cars in 1900, and the total number of makes throughout the World was estimated at 300 for 1901, in which year, also, there were stated to be 10,000 cars in Great Britain, a figure which was to rise in 50 years to 2,350,000 cars and 910,000 lorries, being second only to the United States with 43 million and 9 million respectively (Greenland having to be content with 22—cars, not millions!). Then started the picturesque multiple French names—Delaunay-Belleville, Laminne-Duchêne, Cottin et Desgouttes, Doriot-Flandrin-Parant, and the promising new industry continued to increase until it accounted for the "peak" figure of 810 makes throughout the World. Further statistics will be found on another page.

For all practical purposes, serious automobile manufacture may be assumed to have started with the present century, following the mitigation of the unfavourable conditions that we shall presently consider.

The "boom" period ensued in about 1905–1906, by which date the number of manufacturing countries had been increased by the entry of Hungary and Russia, the two brands emanating from Sicily and the single example in Van



Diemen's Land. It is probable that the figure of 810 car-making firms operating at that time, as mentioned above, has never been exceeded before or since.

Many bicycle manufacturers, naturally enough, turned to car production in those days, as did a number of gun-makers, and firms producing agricultural machinery, sewing machines, locomotives and fire-engines. In fact, as our Index shews, car building has followed on such strange apprenticeships as the manufacture of telephones, coffee mills, sheep-shearing machines, phonographs, typewriters, electric lamps, refrigerators, swords, fans, plumbers' supplies, chocolate and cigarette making machinery, wheelbarrows, photographic plates and bird cages! Please refer also to (iii) Davis, Frantz and Lawter.

The London Electric Cab Co. made a Royal Mail van in 1898; the first motor wedding, motor funeral and motor fire-engine turn-out were not much later than 1900. Cars were used for the transport of troops during the Boer War—not "for the first time in history" in 1909, as we might gather from the *Radio Times* of March, 1955.

Diverse, and sometimes weird and wonderful, were the early motive and transmission systems, and it is remarkable to note that, even today, such heavy vehicles can be powered by electric batteries. The essential is an accumulator charging station within easy reach, since under the fundamental laws of energy it is impossible for such a car to generate electricity sufficient to replenish the accumulators that drive it. The fashionable electric landaulets for West-end calls were quiet and smart, but nowadays of course the owners would not be satisfied with the restrictive radius of some 15 miles; nor would they ever get to the country roadhouse in time for the floor-show.

Although hopelessly unpractical for modern *private* use, then, equally in Park Lane and in Fifth Avenue, battery-driven vehicles cannot be dismissed from notice. The Marquis de Chasseloup-Laubat, whose name is so famous in French naval history, in 1898 drove a Jeantaud at 39½ m.p.h., thus creating the first World's record, which he beat by 19 m.p.h. the following year.

Seven years before this, the London Electric Omnibus Company had run two Parker electric 'buses for a penny fare between Charing Cross and Victoria, inspiring this graphic description by Mr. C. A. Lyon in *The Sunday Express*:—

When the buses passed each other in Whitehall the crowds completely blocked the street.

Every day there was a scene like a fair in Whitehall, and the police had to allow the buses to run at seven m.p.h., so that they could out-distance their admirers.

The City and Suburban carriage, and Colonel Bersey's electric cab, were both favoured by Royalty, the Bersey vehicle being the one in which King Edward VII, as Prince of Wales, had his first motor ride, at the Imperial Institute in May, 1896.

We cannot refrain from remarking, also, how astonishing was Colonel Bersey's performance in the Emancipation Run of the 14th November following. Despite the prevailing impression that the batteries of electric passenger cars would not yield a higher speed than about 12 m.p.h., or a greater distance than some 20-25 miles on a single charge of electricity (and recharging during this run was precluded), the Bersey evidently travelled at a speed which, for miles at a stretch, must have coincided with that of the London, Brighton and

South Coast Railway. Stranger still, on arrival at the celebrated Clock Tower, it was found to have ample current in hand, just as though the mileage required from the battery had been little more than the distance between the Embankment and, say, Victoria Station (or alternatively, of course, between Preston Road Station and the Clock Tower). Remarkable! In the circumstances it is not surprising that the other competitors entirely lost sight of the Bersey during the race.

In the original and time-honoured power system, there is theoretically great waste of efficiency up to the point when the steam enters the cylinder, but the steam car scores thenceforward. The (i) White used to employ reduction gear, but the Stanley was directly geared with an axle ratio of 1.5 to 1 and an engine speed of 640, giving uncanny silence and smoothness. Before so very long, condensers were introduced, and quite a luxury vehicle, the Doble, was produced up to 1930; but the steam car had an uphill climb, so to speak, and by an Act of 1890, not repealed until June, 1902, was altogether prohibited in Germany.

Petrol-electric and heavy oil engines have been used successfully for many years, and certain makers have favoured compressed air and compressed coal gas. Even if he did not already know it, the reader will have realized before this point in the book that a car's fuel load in the gaseous state is clumsily wasteful of space. Acetylene, long used for lighting, and generated by the dripping of water on to granules of coke combined with limestone, would be more compact, but the explosions were found to be too violent. Not unnaturally, again, on examining freak and experimental cars, we find some extraordinary examples. One recalls the Opel rocket car, the Peugeot which was fed on moth balls, and the diverting description in *The World on Wheels* of a car seriously intended to "go" by clockwork! (Another such design is listed in our Index.)

But of vehicles beyond the experimental stage—actually placed on the market (and no others are normally included in our Index)—the bun, wreath, cake or medal may, I fancy, be awarded to the contrivance displayed at a 1902 Motor Show in London.

Thanks to the work of Linde, Dewar and others, liquid air has become one of the marvels of popular science, and was much in the news at the beginning of the century. The famous boys' magazine *Chums*, at that time, had a colourful serial about a wonderful liquid-air locomotive which could knock spots off everything else on rails. Some of the details of the story are faint in my memory (mercifully), but I recall that the hero's time was largely taken up in foiling the machinations (I think that must be the right word) of his foreign rival, Demetrius Ragovitch. Why not proceed from fiction to fact?, thought the Liquid Air Power and Automobile Company (somewhat Limited), and so a Liquid Air car was duly demonstrated at the Show, and proved to be capable of a speed of 20 m.p.h., but slight doubts as to its brilliant future were entertained by a sceptical public, on the following grounds:—

- the prohibitive price of liquid air and the difficulty of storing it;
- the obvious futility of attempting to tour with the car until (if ever) a supply of "fuel" was available throughout the country;
- the very poor efficiency yield of the system—about 4 per cent.

The car was claimed to run 2 miles to the gallon.

Then there was Lawson's Motor-wheel, intended to replace a horse between the shafts of a trap; the curious "crab" Mabley; the Leyat, driven by an air-screw; and the Phänomen, unorthodox design continuing up to about 1925.

The 1902 Charron required no gearbox; the 1903 Janvier was a six-wheeler; the 1904 Globe was a free-wheel car; the American Eagle had five cylinders; several designs had rear-wheel steering. All these unconventional features occur to one, and many others are indicated in our alphabetical list, but cannot be here described for want of space.

## CHAPTER FOUR

### RED FLAGS AND BLUE TUNICS

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Coming now to the darker side of the picture, shall we quickly examine some of the aspects and causes of the initial antagonism to car-building and motoring? Much of this attitude, frankly, was due to archaically conservative resistance to progress, not untinged with the kind of superstition that so affected the Red Indians confronted with America's invasion by the "Iron Horse". There recurs to mind the character in Ian Hay's *A Knight on Wheels*, pointing to the letters M and A on the dashboard of a car fitted with alternative magneto or accumulator ignition, and interpreting them as standing for "Mephistopheles and Apollyon, the makers". Even today, I am informed, in some parts of the United States (for instance, near Ephrata) cars and telegraph poles are prohibited symbols of modernity. The American play *The Mennonite Maid* throws an interesting light on the subject.

Other factions dreaded that motoring would detrimentally affect railway and omnibus profits, or would be unfavourable to horse-breeding, or would destroy the pleasantness of country rambles (something in this, perhaps!). The conservative Swiss seemed to think mechanical traction would be inappropriate in their Alpine domain.

And so, when motoring had to come, it was grudgingly tolerated. The highway was spanned by an impeding cable, rough trench or eminence of stones at High Wycombe, Buckinghamshire; Winnelka, Illinois; outside Rouen, France. Cars were debarred from Windsor Park; Barge Walk, Kingston, Surrey; parts of Scotland; the Cantons of Grisons, Tessin (Ticino) and Uri and parts of Pennsylvania. Harsh measures were mooted in other States, proposing to compel motorists (for instance) to stop, get out of their car and fire three signal lights before approaching a town at night. In lonely parts of the Pyrenees, the rural inhabitants were disgruntled (or at any rate not particularly grunted, as P. G. Wodehouse would say) at the probable effect upon slow-moving ox-waggon teams, and my brother and I were once suspected because stones had been thrown at a de Dion limousine near Cambolles-Bains.

Hardy pioneers would indeed brave this atmosphere, but one can imagine the difficulties facing them. If, for instance, we were (talking about) going to the West country, the following announcement would make us jump for joy: "Motorists touring towards Land's End will be glad to know that motor spirit can always be obtained from Mr. Wm. Prockter, of Launceston".—*Motor Car Journal*, March 3, 1901. (Yes, but shan't we want some before that?)

As the pioneer motoring country, France soon adapted herself to the new conditions, and in 1894 the authorities sanctioned a road race from Paris to Rouen, which first car contest on record was won by a de Dion. Tests for driving licences soon followed, being conducted by the Department of Mines as early as 1899. This will enable readers of this book to understand what is incomprehensible to most Frenchmen—why a car's registration number should have the curious description "numéro minéralogique".

Similarly, the Swiss authorities had seen Captain Deasy triumphantly drive a Martini up the Rochers de Naye (and had perhaps realized that it would be a hopeless blunder to debar motoring tourists), and other Continental countries and the United States did not long stay pig-headed—so we are left with progressive Great Britain. Here, as readers will know, unbearable taxation and turnpike laws had banished Dance, Hancock and Gurney from the road.

When it became absolutely essential to allow traction engines and steam rollers to use the highway, permissive but chary provision was made in Acts between 1860 and 1880, whose restrictions would make ordinary pleasure motoring impracticable.

The earliest brave heroes, being very rare specimens, would perchance be treated with good-natured contempt, and allowed to go their eccentric way unmolested. *De minimis not curat lex*. Now and then they would be fined 1s. or half a crown, and told not to be silly, but it does not appear that a case of prosecution arose until the end of 1895. It was then discovered that automobiles were “locomotives”, and must be preceded by the red flag borne at walking pace.

After the well-intentioned but somewhat lamentable Brighton Run of November 1896, motorists in vehicles of under three tons had acquired the improved status of “drivers of light locomotives”, and were *theoretically* to be at liberty thereafter to drive at speeds up to 14 miles an hour, but 12 m.p.h. was the maximum ever actually permitted, and, in fact, the practical application of the law was as shewn in the following typical paragraph, reproduced from the *Motor Car Journal*, July 6, 1901:—

At Cardiff, George Thornton was summoned for driving a motor-car “at a greater speed than reasonable”. The Stipendiary, accepting the evidence of the police that the car was propelled at a rate of 10 miles an hour, which he held with great confidence to be . . . an unreasonable and . . . dangerous speed, imposed a fine of £5.

Every age seems to have its master criminal, whether he be Nero, Dick Turpin, Charles Peace or George Thornton, and it has long been the lament of the police that their efforts, however zealously directed to protecting society from menaces of this kind, are too often rendered abortive through some such merely legal quibble as prevented the conviction of the malefactor described in the following extract from the *Motor Car Journal* of the 2nd November, 1901:—

At Croydon, Edgar Cundy, of South Norwood, was summoned for furiously driving a motorcar in Brighton Road, South Croydon, on October 13th. The police evidence as to speed was conflicting, various estimates ranging from 16 to 153 miles an hour.

Between the passing of the Locomotives on Highways Act and its supersession, about seven years later, by the new-broom statute of 1903, in which the vehicles were first officially named “motorcars”, there was much organized police persecution of motorists passing through Surrey and Sussex, and especially on the route of the unhappily conceived Brighton Run (of which the 60th anniversary, and I hope the last celebration, is fixed for this year 1956). One example, out of many, has just been given.

## RED FLAGS AND BLUE TUNICS

The Automobile Club of Great Britain and Ireland apparently could not see their way to originate a *practical* campaign against these police tactics, and although they formed the Motor Union in 1901, this disloyal child rebelled at their methods, and fell away from them.

It was therefore necessary for the Brighton Road Motor Patrol to be initiated by private enterprise in the person of Mr. Moffat Ford, and I quote a portion of his cautiously-worded announcement in the Press of November, 1901.

I have said that the Brighton Road will be safe, by which I mean that before arriving from either direction at parts of the road with bad surfaces, where driving at an excessive speed might be attended with unpleasant consequences, such as delay and subsequent expense, cyclists and motorists will observe the red flag of The Brighton Road Motor Patrol, whose officials will then signal to them to stop and will inform them of the nearest mile-stone to which the danger lies. For these services a payment will be requested of 1/- for every cycle and 2s/6d for every motorcar, for which a receipt will be given which will frank the recipient through the patrol at any other point of the road. . . . The Brighton Road Motor Patrol will start from Shaftesbury Avenue at eleven o'clock today (Saturday).

Readers will easily appreciate that, having the magistrates on their side, the police were soon able to repress this interference with their "duties".

During 1956, the Diamond Jubilee year mentioned in the Introduction, there will be much talk of "Red Flag Days", and almost certainly lively discussion as to whether the herald on foot was or was not obliged to carry a red flag. English readers, I am given to understand, will appreciate a lead in this contentious question, based on recent careful research.

I will be as brief as possible.

Under the Acts 28 and 29 Vict., c. 23, a vehicle propelled on the highway otherwise than by animal power had to be preceded by a man on foot, 60 yards ahead, bearing a red flag at walking pace (not to exceed 4 m.p.h.). Part II of an Amendment Act of 1878 reduced the man's "lead" to 20 yards, and, leaving a liability to much future confusion, omitted all mention of the warning flag. Hence, although all motorists of those old days were well aware that a red flag remained obligatory, students and historians in more recent years have contended that, because unmentioned in the 1878 statute, the flag was in principle unnecessary thereafter. Not only, we are told, was there no question of a flag-preceded vehicle on the highway after 1896, but there was really no need for the additional precaution after 1878. Both statements are incorrect, and I fear I myself have been led astray in the past (for which I now apologize).

So long as the provision of a man walking ahead was enjoined by statute, and he was so prescribed up to 1903, save for a specially exempted class of light vehicles, it was long-established common law and usage, in connection with warning of a supposed danger to traffic, that he should display a piece of red material during daylight, or bear a red light at night, and it is curious that it doesn't seem to have occurred to disputants that the Clerks to County Councils owning the steam rollers, etc., regularly so ushered, were not likely to be ignorant of the law on the subject.

Moreover "it should be noted", says a contemporary ruling, "that the duties of the automobilist are not exhausted by the special Acts and regulations referring to motorcars. He also has liabilities under the common law

. . . and the recognized rule and customs of the road and all byelaws for good rule and government made by municipal authorities and county councils''.

We now understand, I hope, why authoritative legal pronouncement <sup>1</sup> has ruled that the red flag remained essential in the absence of a dispensing test case in the Courts.

<sup>1</sup> Roger W. Wallace, K.C.: *Some Points of Law affecting the Owners of Motor Vehicles*.  
Regina vs. William Marshall, before Sir John Bridge, London, November 19, 1896.

## PART II

### FOUR THOUSAND AUTOMOBILES<sup>1</sup>

An alphabetical and international list of the names (with in some cases the suggested derivation thereof) of a number of the principal or more interesting makes of private passenger car built during the past 75 years, with occasional notes on their characteristics or circumstances of manufacture. — —  
Les Marques d'automobiles du monde; pourquoi ainsi dénommées; où et comment construites.

<sup>1</sup> More or less—à peu près!





## INTRODUCTION

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What wonderful memories must be evoked in the imagination of any seasoned lover and student of motoring by the mere mention of the once-famous cars listed in our Index! "So sad, so strange . . ." and incalculably extensive, have been the changes seen in the Rue du Point-du-Jour and the Route de la Révolte; in Foleshill and in Liège. Mors may indeed give place to Morris, and instead of Belsize we may have Bentley, but we will long remember the fine achievements of the pioneer car manufacturers who have conferred such benefits on the industry and on us, most often without attaining financial success.

No-one would be idiot enough to claim mention of every make of car in the World's history, but the list probably contains the names of as many brands as most readers can remember—at any rate a representative collection, let us hope. Omissions are often due to lack of reliable information linking up name and date, or because the products are considered to be trivial and unworthy imitators of others, such as many of the ephemeral French, British or American cyclecars of 1914. Subject to these limitations, however, the searcher will hardly have cause to complain of lack of diversity, the vehicles representing every possible system of propulsion, emanating from every conceivable kind of factory. Success is reflected by a production record of 15 million vehicles by the year 1926; failure by the bankruptcy of a limited company after they had built only two cars, *neither of which would work*.

Compilation of the dates has been a matter of great difficulty, even the manufacturers being frequently wrong on this point, and no single published list being found to be exclusively dependable. Needless to say, the mention of any errors or notable omissions will be gratefully received.

The scheme of the list is that each make shall be mentioned only once, under the name by which it is known in the country of origin, other designations of the same *marque* (which occur only too frequently, and are very confusing) being found, as far as possible, in a separate smaller list.

Will readers indulgently note that the work is necessarily exceedingly laconic in set-out, and essentially historical and international? The scope of the 75 years starts with the nominal mean date of 1880—i.e., halfway between the Markus and the Benz, careful research for 1880 being deemed to be more valuable than a bang-up-to-date résumé of the 1955 position. It is essential to record the name under which the car originally became famous, and it seems logical to keep to "R" and "SHS" as the symbols formerly designating Russia and Yugoslavia. As in a previous edition, notes of interest chiefly to Continental readers will be in easy French, and place-names, supervised by a member of the Permanent Committee on Geographical Names, will be according to the Berne List of Post Offices, except for British possessions and *abbreviations* of States in U.S.A. (Certain towns and States in full, however, have a varied spelling abroad.)

When separate and unrelated makes of car happen to bear the same name, we reproduce these names immediately preceded by the initial sign (i), (ii), (iii), etc., in brackets, to show the relative seniority, while the prefix (x) indicates that, although we know there have been more than one make with

that designation, full date-order information is lacking. Where inspired by their place of origin, names of cars will be in inverted commas: for instance

US *e* (iii) 'Dayton' (O.) 1911

is our entry—nothing if not concise!—to show that an American named Dayton, the third make of that name, electrically propelled, was made in Dayton, Ohio, in 1911.

Confusing indeed it will be to find there have been at least 11 makes named Standard, as well as 9 (or more) to which the somewhat portentous description Meteor has been applied, and this tendency may help to explain the designations "No-name" and "Nameless". Entries which perchance make us pause to smile are (in France) Vilain, Tic-tac and Desgouttes; (elsewhere) "One-of-the-Best" (possibly inspired by an Adelphi melodrama), Old Mill (because made on the Brighton Downs), Godiva (because made in Coventry), Firefly, Hazard, Static and Dodo, and other cars have rejoiced in the names "Seven Little Buffaloes", American Chocolate, Crock, Klink, Red Bug, Steel Swallow and "Rigs-that-run". There is some doubt about the details of Cockerill, Cupelle, Nardini, Nordenfelt and Nova, and even now "Y.A.X.A." continues to be an impenetrable mystery.

This work is an extensive revision of the original effort of 1932, indexed anew through the valuable help of Mr. William Crouch. For the actual entries, as before, I am deeply indebted to the well-informed co-operation of John Pollitt, of Coventry; Harold A. Copp, of Exmouth; W. Everett Miller, of Detroit, and many others.

Well, here is our list, and we sincerely trust it will yield both satisfaction and interest.

## ANALYSIS OF MAKES, SHOWING DISTRIBUTION

The makes of passenger car listed in this book amount to a total of 3,913, representing 3,001 complete entries, plus 912 abbreviated mentions. They are distributed throughout the World as follows:

		<i>s</i>	<i>e</i>	<i>pe</i>	<i>oil</i>
US:	1,174 + 631 = 1,805	168	131	8	2
GB:	675 + 78 = 753	18	13	1	3
F:	537 + 103 = 640	17	20	7	1
D:	252 + 27 = 279	—	21	1	3
I:	90 + 17 = 107	—	3	—	—
B:	76 + 4 = 80	2	3	2	—
OTHERS*:	197 + 52 = 249	6	9	2	—

\* These are distributed as follows:—Austria 34; Switzerland 30; Spain 26; Japan 24; Czechoslov. 21; Sweden 19; Russia 17; Canada 16; Australia 14; Denmark 10; Hungary 8; Holland 7; Poland 5; Argentine 4; Danzig, Yugoslavia, Sicily and Mexico 2 each; Tasmania, Finland, Lithuania, Majorca, Eritrea and China 1 each, = 30 countries, not separately counting Ireland, Scotland, Wales, Alsace and Trieste.

The eleven systems of propulsion gives these overall totals:

Steam 207; Electricity 200; Petrol-electric 21; Heavy oil 9; Compressed air (France) 3; Coal gas (GB) 1; Liquid air, Acetylene, Mixed explosive vapour of petrol and water, Spring-driven clockwork (USA) 1 each.

## KEY TO ABBREVIATIONS

*s* = Steam Car—voiture à vapeur  
*e* = Electric Car  
*pe* = Petrol-electric  
*§* = Other (autres) systems

d'ab(ord)—orig(inally)  
 jad(is)—form(erly)  
 préal(ablement)—prev(iously)  
 ci-dev(ant)—hith(erto)  
 puis—aftds. (afterwards)  
 dorén(avant)—hencef'd (henceforward)  
 env(iron)—abt. (about)  
 com/fin.—commenced/finished  
 mntt. (maintenant)—now  
 cycl.—cyclocar

### IN DATE COLUMN:

A indicates before (avant) 1901  
 B is between (entre) 1901 and 1905  
 C    "    "    1906 and 1910  
 D    "    "    1911 and 1915  
 E    "    "    1916 and 1920  
 F    "    "    1921 and 1925  
 G    "    "    1926 and 1930  
 H    "    "    1931 and 1935  
 K    "    "    1936 and 1940  
 L    "    "    1941 and 1945  
 M    "    "    1946 and 1950  
 N    "    "    1951 and 1955



# A

*A Key to the Numbers in Brackets (1-21), Additions (cases where abbreviated entries are necessitated or deemed adequate) and General Notes may be found on pages 30-31*

D e	A.A.A.—Aktiengesellschaft für Akkumulatoren und Automobilbau.—Driesen, Brandebourg.	1919 to F
F,B	Abadal.—Automobiles Impéria-Abadal, S.A.—Paris; Nessonvaux, Liège.	1920 to F
GB	Abbey.—Abbey Auto Engineering Co.—22, Earl Street, S.W.1.	1922
US	Abbott, Abbott-Detroit.—Abbott Motor Co., <i>Waterloo Street, Le Détroit</i> ; Consolidated Car Co.—Cleveland.	1909-1919
US	(i) A.B.C.—A.B.C. Motor Vehicle Manfg. Co.—St. Louis, Mo.	1906-1910
GB	(ii) A.B.C. (1)— <i>All-British (Engine) Co., Ltd.</i> ; A.B.C. Motors, Ltd.—Hersham-on-Thames.	1920-1929
D	(iii) A.B.C.—Automobil-Bau u. Konstruktions Werkstätte, G.m.b.H.—Cuvrystr., Berlin, S.O.33.	F
US	(iv) A.B.C.—Arthur Boynton Corp.—Albany, N.Y.	1922
GB	Aberdonia (2)—Aberdonia Cars, Ltd.—Cumberland Avenue, Park Royal, N.W.	1912-1915
GB	Abingdon.— <i>John Child Meredith, Ltd., Summer Lane</i> ; Abingdon Works, Ltd.—Tyseley, (Birmingham).	1902-1923
F	Able.—108, R. Philomarde, Avignon (Vaucluse).	F to 1925
GB	Academy.—E. J. West.—Foleshill Road, Coventry.	1907
GB	(i) Ace.—Baguley Cars, Ltd.—Burton-on-Trent.	1914
US	(ii) Ace.—Guy Disc-Valve Engine Co.—Ypsilanti, Mich.	1920-1922
GB	Achilles.—B. Thompson & Co., Ltd.—Frome, Somerset.	1903-1908
US	(ii) Acme.—Acme Motor Car Co.—8th St., Reading, Pa.	1903-1910
GB	(ii) Adams (Hewitt) (3)—Adams Manufacturing Co., Ltd.—Bedford.	1905-1914
US	Adams-Farwell (4)—The Adams Company.—East 4th St., Dubuque, Ia.	1904-1913
GB	Adamson.—R. Barton Adamson & Co.—Enfield Highway.	1912-1924
F	Ader (5)— <i>Société Industrielle des Téléphones, 25, R. du 4 Septembre</i> ; Sté. Ader.—Levallois (Seine).	1901 to C
B	A.D.K.—Sté. Anon. des Automobiles de Kuyper.—R. Verheyden, Anderlecht, Bruxelles.	1923, G
D	Adler (6)— <i>Heinrich Kleyer</i> ; Adler Fahrradwerke, A.G.—Höchststr., Frankfurt-Sur-Main.	1899 to date
US	Adria.—Adria Motor Car Corp.—Batavia, N.Y.	1921-1922
US	'Adrian'. <sup>1</sup> —Adrian Motor Works—(Mich.).	1902 to
D	A.E.G.—Allgemeine Elektrizitäts Gest.—Oberschöne-weide, Berlin.	BC
F e	A.E.M.—Société d'Application Electro-Mécanique.—5, Quai Aulagnier, Asnières (Seine).	F to 1926
F	A.E.R.—Bollack Net ter et Cie.—39 Ave. de Paris, Rueil-Malmaison (Seine).	GH
F e	Aéric.—(Wartime emergency Corre, q.v.).	1941-1943

<sup>1</sup> Where inspired by their place of manufacture, names of cars are in inverted commas.

# AERO—

CS	(ii) Aero.—Aero-Flugzeugfbk. Kabes.—Vysocany, Prague.	K to date
US	Aerocar. <sup>1</sup> —The Aerocar Co.—Le Détroit.	1905–1908
GB	Aeroford.—Aeroford Cars.—Caroline Place, Bayswater, W.2.	1920–1925
CS	Aero Minor <sup>2</sup> —Letecke Zavody.	1946 to date
A	A.F.; Austro-Fiat.—Oesterreichisches Fiat Werke, A.G.—Brünnerstr., Vienne 21.	FH
D	Aga.—A.G. für Automobilbau.—Herzbergstr., Lichtenberg.	D to 1929
I	Agnoletto.—F. Agnoletto.—Strada Garibaldi, Parme.	D
GB	A.G.R.—Ariel and General Repairs, Ltd.—Camberwell, S.E.5.	1911–1915
F	Ailloud.—Autoles. Ailloud.—Lyon	1901–1902
GB	Airedale.—Nanson Barker & Co.; Airedale Cars, Ltd.—Esholt, Yorks.	1919–1924
US	e (i) Ajax.—Ajax Motor Vehicle Co.—New York City.	1901–1903
F	(ii) Ajax.—Briscoe Frères.—Billancourt; Neuilly (Seine).	1913 to E
CH	(iii) Ajax.—Automobilfbk. "Ajax", A.G.—Zurich.	D
US	(iv) Ajax.—Ajax Motors Co.—Seattle, Wash.	1914–1915
US	(v) Ajax.—Ajax Auto Parts Co.—15th St., Racine, Wis.	1923–1926
GB	A.J.S.—A. J. Stevens, Ltd.—Graisley Hill, Wolverhampton.	1923–1933
US	'Akron'.—Motor Carriage Co.—(Ohio—Lincoln St. & Forge St.)	1901 to
D	Alan.—J. Mayer (Kleinauto).—Obere Königstr., Bamberg.	F
US	Aland.—Aland Motor Car Co.—Le Détroit.	1917
B	Alatac.—Autoles. Catala.—Braine-le-Comte.	D
A <sup>3</sup>	(i) Alba.—Automobilwerke Alba, A.G.—Trieste.	D
F	(ii) Alba.—Constructions Métallurgiques.—47, R. Rouget-de-l'Isle, Suresnes (Seine).	1913 to H
GB	p,s (i) Albany (7).—Albany Manufacturing Co., Ltd.—Cumberland Park, Willesden.	BC
US	(ii) 'Albany'.—Albany Automobile Co.—(Ind.)	1907–1908
GB	(ii) Albatros.—Albatros Motors.—Croft Road, Coventry.	1924
GB	Albert.—Adam Grimaldi & Co., Ltd.; Gwynne's Engineering Co., Ltd.—Church Wharf, Chiswick, W.	1920–1923
I	Alberti.—Giuseppe Alberti.—6–15, Via dei Pucci, Florence.	B
GB	Albion.—Albion Motor Car Co. (Ltd.).—Scotstoun, Glasgow.	1900–1915
D	Albrecht.—Gesellschaft Albrecht.—Ludwigshafen.	BC
GB	Albruna.—Brown Bros., Ltd.—Great Eastern St., E.C.	C to 1912
F	Alcyon.—Edmond Gentil, Neuilly-sur-Seine; Sté. des Autos. Alcyon.—R. de la Garenne, Courbevoie (Seine).	1906 to H
F	Alda.—Ferdinand Charron, 27, Ave. Marceau, Courbevoie; Autoles. Farman.—R. de Silly, Billancourt (Seine).	1912–1928
US	Alden-Sampson.—Alden Sampson Manufacturing Co.—Pittsfield, Mass.	1904–1909
	(as Sampson)	to 1911
US	Aldo.—The Albaugh-Dover Co.—Chicago.	1910 to

<sup>1</sup> Air-cooled. Also name of "caravan" 1929.

<sup>2</sup> Aero Minor est à 2 cyl. et à 2 temps.

<sup>3</sup> Quoique la marque actuelle de Trieste soit TS.

F	Aléron. <sup>1</sup> —Automobiles Aléron.—Vierzon (Cher).	B
GB	Alexandra.—Phoenix Carriage Co.—Aston Road, Birmingham.	BC
CS	Alfa.—Ceskomoravska-Kolben-A.G.—Prague.	FH
I	Alfa Romeo. <sup>2</sup> — <i>S. A. Lombarda Fabbrica Automobili</i> .—33 Via U. M. Traiano; S. A. Nicola Romeo e Cia.—6, Via Paleocapa, Milan; Pomigliano d'Arco; Armeno.	1910 to date
D	Alfi.—A.G. für Akkumulatoren u. Automobilbau.—Ofenerstr., Berlin, N. 65; Driesen.	FG
GB	(i) Allard.—Allard and Co.—Earlsdon Wks., Coventry.	1901–1906
GB	(ii) Allard.— <i>Adlards Motors, Ltd., Putney</i> ; Allard Motor Co., Ltd.—High Street, Clapham, S.W.	1937 to date
GB	Alldays. <sup>3</sup> —Alldays and Onions Pneumatic Engin'g Co., Ltd. <sup>4</sup> —Matchless Wks., Birmingham.	1898–1918
US	Allen.—Allen Motor Co.—Fostoria; Bucyrus; Columbus (Ohio).	1914–1923
US	Allen Kingston.—Allen Kingston Motor Car Co.—Kingston and New York, N.Y.	1907–1909
US	All-Steel.—All Steel Motor Car Co.—St. Louis, Mo.	1915–1916
F	(ii) Alma.—Etabs. Alma.—R. Julien Gallé, Colombes; Courbevoie.	1926–1929
B	A.L.P.—Sté. Anon. des Automobiles Leroux-Pisart.—51, Blvd. de Waterloo, Bruxelles.	1919–1922
US	'Alpena'. <sup>5</sup> —Alpena Motor Car Co.—(Mich.—150 Elm St.).	1910–1915
GB	Alpha. <sup>6</sup> —Johnston, Hurley & Martin.—Gosford St., Coventry.	B to 1914
US	Alsace.—Piedmont Motor Co., Inc.—Lynchburg, Va.; Automotive Products Co.—New York.	1920–1921
GB	Alta.—Alta Car & Engin'g Co., Ltd.—Fullers Way, Kingston By-pass, Surbiton.	1930 to date
US	Alter.—Alter Motor Car Co.— <i>Plymouth</i> ; Grand Haven (Mich.).	1914–1917
US	<i>e</i> Altha.—Altha Auto and Power Co.—Dover, Del.	1901–1905
D	'Altona'.—W. Schütze.—(Königstr.).	BD
F	Alva.—Automobiles Alva.—50, R. de Lorraine, Courbevoie (Seine).	1913–1923
GB	Alvis.— <i>T. G. John, Ltd.</i> ; Alvis Car & Engin'g Co., Ltd.—Holyhead Rd., Coventry.	1920 to date
F	A.M.—Ateliers Vve. A. de Mesmay (8).—Blvd. du 8 Octobre, St. Quentin (Aisne).	D
US	Amalgamated.—Amalgamated Mach'y Corp.—Chicago.	1919
US	Ambassador.—Yellow Cab Manuf'g Co.—Chicago.	1921–1923
US	America.—Motor Car Co. of America.—New York City.	1911
US	(i) American ("Gas").—American Motor Carriage Co.—Cleveland, Ohio.	1902–1905
US	(ii) American.—New Albany, Indiana.	1912
US	(iii) American.—American Motor Vehicle Co.—Lafayette, Ind.	1918 to

<sup>1</sup> Alérion (Carnet du Chauffeur, 1904).

<sup>2</sup> Aussi Alfa-Darracq, 1913/14.

<sup>3</sup> Aftds. Enfield-Allday.

<sup>4</sup> A.D. 1650 engin'g firm.

<sup>5</sup> Cf. Altena, motorcycle of 1904.

<sup>6</sup> Nom aussi pour Adler.



## AMERICAN—

US	(iv) American. <sup>1</sup> —The Willys-Overland Co.—Toledo, O.	1941–1942
US	American Austin (9).—American Austin Car Co., Inc.—Butler, Pennsylvania.	1929–1941
US	American Beauty.—Bessemer-American Motor Corpn.—Plainfield, N.J.	1917–1924
US	American Chocolate (10).—American Chocolate Machinery Co.—New York.	1903–1905
US e	(i) American Electric.—American Electric Vehicle Co.—Chicago; New York.	1899–1902
US e	(ii) American Electric.—American Motor Car Co.—Cleveland, O.	1902–1910
US	American Power Carriage.—American Power Carriage Co.—Boston.	1900 to
US	American Simplex.—Simplex Motor Car Co.—Mishawaka, Ind.	1906–1909
US	American Underslung. <sup>2</sup> —American Motor Car Co.—Indianapolis.	1905–1914
US	(ii) Ames.—Ames Motor Car Co.—Owensboro, Ky.	1912–1915
F	Amilcar.—Sté. Nouvelle pr. l'auto "Amilcar"; 31–47 Blvd. Anatole France, St. Denis.—Sté. Financière SOFIA; 23–25 R. de Belleville, Boulogne s/Seine.	1921–1939
F e,p	Amiot-Peneau.—l'Avant-train Amiot et Peneau.—1, Ave. Pinel, Asnières (Seine).	1898 to B
R	Amo (mntt. Zis).—Autotruster.—Moscou.	G to 1929
D	Amor.—Amor Automobilbau, G.m.b.H.—Hohenzollernring, Cologne.	F
F	Ampère. <sup>3</sup> —Sté. des Etabs. Ampère.—50, Rue du Point-du-Jour, Billancourt.	1906–1909
US	Amplex. (11)— <i>Simplex Motor Car Co.</i> ; Gillette Motors Co.—Mishawaka, Ind.	1910–1915
F	A.N. (cycl.).—Allain et Niguet.—7, R. de l'Ane Vert, Kremlin-Bicêtre (Seine).	F
US	Anchor.—Anchor Buggy Co.—Cincinnati.	1909
US	(i) 'Anderson'.—Anderson Carriage Manufg. Co.—(Ind.)	1907–1909
US	(ii) Anderson. <sup>4</sup> —Anderson Motor Co.—Rock Hill, Caroline du Sud.	1916–1926
GB	André (12).—T. B. André.—Victoria Gdns., W.11.	1933–1934
F	Andrea.—Grégoire et Cie.—Poissy (S.-et-O.).	c. 1920–1924
F	Angeli.—Autoles. Angeli.—Neuilly-Plaisance (S.-et-O.).	1926
GB	Anglo-French.—Anglo-French Motor Carriage Co., Ltd.—Digbeth, Birmingham.	1896–1897
US	'Angus'.—Angus Auto'le Co.—(Neb.)	1908 to
GB	Angus-Sanderson.— <i>Sir Wm. Angus, Sanderson &amp; Co., Ltd., Birtley, Durham</i> ; Angus-Sanderson (1921) Ltd.—Hendon, Middlesex.	1919–1927
US	Anhut.—Anhut Motor Car Co.—Le Détroit.	1909–1911
I	Ansaldo.—Automobili Ansaldo, Stà. Anona.—251, Corso Peschiera, Turin.	1922–1935
US e	Anthony.—Colorado Springs, Colo.	1897
F	Antoinette.—Société Antoinette.—28, R. des Bas-Rogers, Puteaux (Seine).	1907 to F

<sup>1</sup> Or Americar.

<sup>2</sup> Almost certainly various other makes named American.

<sup>3</sup> Electro-magnétique.

<sup>4</sup> Vide (iii) Detroit.

US	(i) Apollo.—Chicago Recording Scale Co.—Waukegan, Ill.	1906–1907
D	(ii) Apollo.—Apollo-Werke, A.G.—Apolda (Thuringe); Markranstädt (Saxe).	D
US	Appel.—Appel Autole. Co.—Dayton, O.	1915–1917
US	Apperson.—Apperson Bros. Auto'le Co.—Kokomo, Ind.	1903–1925
B	(i) Aquila.—Société Générale de Constructions "Aquila".—63, Quai du Hainaut, Bruxelles.	1900–1913
I	(ii) Aquila (Italiana).—Fabbrica d'Automobili <i>Aquila</i> , Aquila Italiana.—Via Graglia, Turin.	1905 to D
GB	Arab.—Arab Motors.—Letchworth, Herts.	1926–1928
US	Arbenz. <sup>1</sup> —Arbenz Car Co.—Chillicothe, Ohio.	1911–1918
GB	Arden.—Arden Motor Co., Ltd.—Balsall Common, Berks-well, Coventry.	1912–1916
F	'l'Ardennaise'.—Maison Demorgny.—Chemin d'Orléans, Charleville (Ardennes).	BD
US	Ardley.—Ardley Motor Car Co.—Yonkers, N.Y.	1905–1906
D	Arena.—Arena Maschinen G.m.b.H.—Köpenickerstr., Berlin.	D
US e	(i) Argo.—Argo Electric Vehicle Co.—Saginaw, Mich.	1912–1915
US	(ii) Argo.—Argo Motor Co.—Main St., Jackson, Mich.	1915–1916
US	Argonne.—Argonne Motor Co.—Jersey City, N.J.	1919–1920
D	Argus.—Argus Motoren Gesellschaft.—Flottenstr., Reinickendorf, Berlin.	BH
GB	Argyll (13).— <i>Hozier Engin'g Co., 38 Hozier St., Bridge-ton</i> ; Argyll Motor Co., Ltd.—Alexandria-by-Glasgow.	1899–1932
GB	(i) Ariel.—Ariel Motors, Ltd.—Selly Oak, Bournbrook, Birmingham.	1900–1925
US	(ii) Ariel. <sup>2</sup> —The Ariel Co.—Bridgeport, Conn.	1905–1906
F	Ariès.—Société Anon. Ariès.—40, Rue de Normandie; 27, Ave. Marceau, Courbevoie.	1903–1932
GB	Armstrong (quad).—W. Armstrong & Co.—Vine Place, Sunderland.	1902–1904
GB	Armstrong-Siddeley. <sup>3</sup> —Armstrong-Siddeley Motors, Ltd.—Parkside, Coventry.	1919 to date
GB	Armstrong-Whitworth. <sup>4</sup> —Sir W. G. Armstrong, Whitworth & Co., Ltd.—Elswick Works, Newcastle.	1904–1915
F	§ Arnaud et Marot. <sup>5</sup> —34, Rue Kléber, Levallois.	B
GB	Arnold.—Arnold Motor Carriage Co.—East Peckham, Kent.	1896–1898
US	Arnolt-Bristol.—S. H. Arnolt, Inc.—Chicago, Ill.	1955 to date
GB e,p	Arrol-Johnston; Arrol-Aster (14)— <i>The Mo-Car Syndicate, Ltd., Underwood, Paisley</i> ; Arrol-Johnston, Ltd.—Heath-hall, Dumfries.	1895–1931
F	Arros.—F. Couillens et Fils.—R. Adour, Plaisance-du-Gers.	D
US s	Artzberger.—Allegheny, Pa.	1902–1904
F	A.S.—Voiturettes Automobiles A.S.—R. Lucien Jeannin, La Garenne-Colombes (Seine).	FG
CS	A.S.A.P. <sup>6</sup> —A.G. für Automobil-Industrien.—Vodickova, Prague; Jungbunzlau.	1929–1930

<sup>1</sup> Nom aussi de poids-lourds suisse.

<sup>2</sup> Cooled by air in winter; by water in summer.

<sup>3</sup> Succdg. Siddeley-Deasy.

<sup>4</sup> Succdg. Wilson-Pilcher.

<sup>5</sup> à air comprimé.

<sup>6</sup> Ce qui veut dire "Akciova Spolecnost pro Automobilvy Prumysl".

# ASCOT—

F	(i) Ascot.—Société Buchet.—15, R. Greffulhe, Levallois.	1915
GB	(ii) Ascot.—Ascot Motor & Mfg. Co., Ltd.—Pixmore Ave., Letchworth, Herts.	1927–1930
F	l'As d'Atout. <sup>1</sup> —Carraire et Breton.—103, Rue du Jardin Publique, Bordeaux.	D
D	Asdomobil. 3-wlr.—Alfred Schwefringhaus.—Düsseldorf.	F
GB	Ashby. <sup>2</sup> —Ashby Motors, Ltd.—Barlow Moor Rd., Chorlton-cum-Hardy, Manchester.	1923–1924
GB	Ashton-Evans.—Ashton Engin'g Co., Ltd.—Floodgate St., Birmingham.	1920–1927
GB	Asquith.—Wm. Asquith, Ltd.—Halifax, Yorks.	1901–1902
I	'Asso'.—Andreotti e Spada.—Asso, Côme; Via Tiburtina, Rome.	F
CS e	Asta.—Akkumulatorenfabk., A.G.—Bredovska, Prague II.	F
F	(i) Aster.—Ateliers de Constrn. Mécanique l'Aster.—Blvd. Carnot et 102, R. de Paris, St. Denis (Seine).	1901 to C
GB	(ii) Aster.—Aster, Ltd.—Wembley; Heathhall, Dumfries.	1924–1931
GB	Aston-Martin.— <i>Bamford &amp; Martin, Ltd., 53, Abingdon Rd., Kensington, W.8</i> ; Aston Martin (Motors), Ltd.—Feltham, Middlesex.	1922 to date
B	(ii) Astra.—Automobiles Astra.—Liège.	1930
GB	Astral.—Hertford Engin'g Co., Ltd.—London Rd., Barking.	1924
GB	(i) Atalanta (15).—Atalanta Light Cars, Ltd.—Plumbridge Street Works, Greenwich.	1916
GB	(ii) Atalanta.—Atalanta Motors, Ltd.—London Rd., Staines.	1938–1946
GB	Atholl.—Angus Murray & Sons.—Craigton Engin'g Works, Glasgow.	1907
US	(i) Atlas (2-cycle).—Atlas Motor Car Co.—Springf'd, Mass.	1907–1913
F	(ii) Atlas.—Paris.	1919
US	Atterbury.—Atterbury Motor Car Co.—Buffalo, N.Y.	1911
GB	Attila.—Hunslet Engine Co., Ltd.—Hunslet, Leeds.	1903 to C
US	'Auburn'.—Auburn Automobile Co.—(Ind.).	1900–1937
D	Audi (16).—Audiwerke, A.G.—Lessingstr., Zwickau.	1909 to date
F	Audibert-Lavirotte. <sup>3</sup> —Sté. Anon. des Ans. Ets. Audibert et Lavirotte.—R. des Quatre Maisons, Lyon.	1895–1901
F	Augé (puis Cyclope).—Daniel Augé et Cie.—92, Rue des Arts, Levallois.	1896–1900
US s	Aultman.—Canton, Ohio.	1901
I	Aurea.—Fabbrica Automobili Torinese Aurea.—16, Via Morghen, Turin.	EF
US	'Aurora'.—North Aurora Motor Works.—Aurora (17), Ill.	1906–1907
F	Aurore.—Sté. Anonyme des Automobiles Aurore.—Paris.	B
GBC	(ii) Austin.—J. Austin.—461, King Street East, Toronto.	B
US	(iii) Austin.—Austin Automobile Co.—Grand Rapids, Mich.	1903–1920
GB	(iv) Austin.—Austin Motor Co., Ltd.—Northfield and Longbridge Works, Birmingham.	1906 to date
F	Austral (tricar).—Habert & Cie.—29, Ave. de la Grande Armée, Paris.	BD

<sup>1</sup> I.e. Ace of trumps.

<sup>2</sup> Succdg. Short.

<sup>3</sup> ? Plus ancienne des marques à Lyon.

GBC	'Australia' (18).—G. & G. W. Wood.—361, Parramatta Road, Leichhardt, New South Wales.	1901
GBC	Australian Six.—Parramatta Road, Ashfield, Sydney.	1920–1926
A <i>pe p</i>	Austro-Daimler. <sup>1</sup> — <i>Bierenz, Fischer Gest.; Österreichisches Daimler Motoren Gest.</i> , Canovagasse, Vienne.— <i>Steyr-Daimler-Puch, A.G., Schwarzenbergplatz, Wiener-Neustadt, Autriche.</i>	1901–1937
US	§ Auto-Acetylene.—Auto-Acetylene Co.—New York City.	1899 to
RA	Autoar. <sup>2</sup> —Automotores Argentinos.—Buenos Aires.	1950 to date
US	Auto-Bug.—The Auto-Bug Co.—Norwalk, O.	1909–1910
US	Autobuggy (19).—Success Autobuggy Manufg. Co.—St. Louis, Mo.	1906–1909
US	Autocar (20).— <i>Pittsburgh Motor Vehicle Co.</i> ; The Autocar Co.—Ardmore, Pennsylvanie.	1900–1912
GB	Autocarrier and A.C. (21).— <i>Autocarriers</i> (1911), <i>Ld.</i> ; A.C. Cars, <i>Ld.</i> —Thames Ditton.	1910 to date
GB	Autocrat.—Autocrat Light Car Co.— <i>Gough Road, Balsall Heath</i> ; Spring Rd., Hall Green, Birmingham.	1911–1926
US <i>e</i>	Autodynamic.—The Autodynamic Co.—West 19th Street, New York City.	1901
B <i>e, p</i>	Auto-Mixte.—Sté. Anon. Auto-Mixte.—Rue Hayeneux, Herstal-lez-Liége.	D
F	Automobilette.—Constrns. Automobiles de Bellevue.—2, Ave. Mélanie, Bellevue (S.-et-O.).	1910–1924
US	Automobile Voiturette.—Auto'le Co. of America.—Marion, N.Y.	1900–1902
F	Automoto.— <i>Chavanet, Gros, Pichard et Cie.</i> ; Sté. Anon. de Constrns. Mécaniques de la Loire.—St. Etienne.	1901–1907
US	(i) Automotor. <sup>3</sup> —The Automotor Co.—Springfield, Mass.	1901–1904
PL	(ii) Auto-Motor.—Automobilfbk. "Auto-Motor", A.G.—Ulbarska, Cracovie.	F
F	l'Automotrice; Radia.—Sté. l'Automotrice.—71, Rue de la Victoire, Paris; Bergerac (Dordogne).	1902–1906
GB	Autovia.—Autovia Cars, <i>Ld.</i> —Ordnance Works, Midland Road, Coventry.	1937–1938
GB	A.V.— <i>Ward and Avey, Ld.</i> ; A.V. Motors.—1, Park Road, Somerset Road, Teddington.	1919–1926
? GB <sup>4</sup>	Aviette.—Hurlin & Co., <i>Ld.</i> —295 Mare St., Hackney.	1915–1916
F	Avionnette.—R. Gauthier (q.v.).—Blois (Loir-et-Cher).	G
A	Avis.—Avis Flugzeug & Autowerke, G.m.b.H.—Brunn am Gebirge; Aspern, Altzgersdorf, Autriche.	FG
F	Azur.— <i>Automobiles Azur, Beaumont-sur-Oise (S.-et-O.)</i> ; Fabrique de Voiturettes Sandhomme.—Besançon (Doubs).	1913–1914

<sup>1</sup> Se nomme aussi Wiener-Neustadt; Maja; Ost.-Mercedes.

<sup>2</sup> Based on Cisitalia.

<sup>3</sup> Also English name for Automoto.

<sup>4</sup> Origin doubtful.

## KEY TO NUMBERED COMMENTARY

- 1 One-time Walton Motors, Ld. Air-cooled 2-cyl.
- 2 Aster or de Dion unit, then quite usual for cars assembled in U.K.
- 3 Interesting 'pedals-to-push' epicyclic change-speed. When number plate was inserted, radiator front looked like a big 'A'. Latest had compressed-air starting, jacking and tyre inflation.
- 4 First vehicle 1899. Interesting rotary rear-mounted engine was 3-cyl. (1904); 5-cyl. (1906). Early US example of "self-driving" body.
- 5 S'appelait en GB Pegasus. Depuis plusieurs mois, une Place parisienne porte le nom de Clément Ader, inventeur de l'avion.
- 6 Jadis bicyclettes et machines à écrire. Alias Morgan (GB); Aigle (F). Dernièrement prise par roues AV.
- 7 Mr. Lamplough's steamer of 1896 had complete design of universally-jointed shaft to live axle.
- 8 Makers of Abeille engine.
- 9 Known as "Bantam", then "American Bantam", 1936-1941.
- 10 Aftds. Walter. Name does not refer to colour, I think.
- 11 Valveless. Succdg. American Simplex. 1916 car called Gillette.
- 12 See also (ii) Marlborough.
- 13 Now Roy. Naval Torpedo Factory. Car, form. Hozier, had 4-wheel brakes (freins roues AV), 1912.
- 14 Variety named Johnston ceased in 1928. The Camlachie works were burnt down in 1901. See (i) and (ii) Aster, which are connected.
- 15 Other classical references to speed include Ladas (q.v.), Mercury and Marathon.
- 16 Latin for "hearken". Play upon similar meaning of "Horch".
- 17 This town, dangerous to bachelors on Feb. 29th, claimed electric street lighting in 1881.
- 18 First *p*-driven car in Australia.
- 19 See (ii) International.
- 20 First car 1897. Once had name Pittsburgh, and controls on steering-wheel spokes. Finally lorries only.
- 21 A small delivery-van breaking out as a two-seater "sociable". Also, *passim*, named Acedes.

## ADDITIONS

(cases where abbreviated entries are necessitated or deemed adequate)

- B: Alberta 1906.  
 E: A.F.A., 1943; Anglada 1904.  
 F: Aérocante 1902; Aérocarène<sup>1</sup> 1947; Ajams cycl., F; Alphi 1926/31; Aria 1913; Ariane 1907; Arista 1919; Arzac 1927; A.S.S., 1920; Astatic 1922; s l'Autovapeur, B; Autran, F; Averies 1913/15.  
 GB: All British 1907; Alliance 1908; Amazon 1922; Arbee 1904; (ii) Armstrong 1914.  
 I: Archimede 1909.  
 Jap: Asahi, K.  
 RA: Anasagasti 1910.  
 S: A.M.G., 1903; 'Atvidaberg' 1910.

<sup>1</sup> 4 CV, 82 m.p.h.

## A—GENERAL NOTES

US: Abenague 1900; Acadia 1904; Acason 1915; (iii) Ace 1933; A.C.F., 1926; Acorn 1925; Adams — (iii) 1911, (iv) 1924; 'Adelphia' (Pa.) 1921; Advance 1909; (i) Aero 1921; Aerotype 1921; 'Alamobile' <sup>1</sup> 1902; All American 1919; Allen & Clark, Allith, 1908; (i) Alma 1913; Altham 1897/98; Amco (export only) 1917/20; American Automobile 1899; American Benham 1917; American Coulthard 1907; *s* American Steamer — (i) 1903, (ii) 1923; (Also name for Derr); (i) Ames 1898; 'Amesbury' (Mass.) 1915; Ams Sterling, *e* 'Andover' (Mass.), 1917; Anger 1913; Apex 1920; Apple 1909; Appleton 1922; Aristos 1913; Armleder 1914; (i) Astra 1920; *e* Atlantic 1915; Auto-cycle — (i) 1907, (ii) 1913; Automatic — (i) 1908, (ii) 1921; Auto-Go, Auto-two, 1900; Auto Vehicle 1903.

## GENERAL NOTES

A.A.G.—name for Klingenburg. ABEILLE—engine, and possibly car, by A. de Mesmay—*vide* A.M., (i) Brush. ABENDROTH & ROOT—see (i) Frontenac. ACCARY—early name for Hédéa. ACCLES-TURRELL, ACCLES-DE VEULLE—see Turrell. ACEDES—variant of Autocarrier, A.C. A.E.C.—name for Anger, and for GB heavy lorry. AIGLE—French for Adler—see also Laigle. ALCO—Amer. Locomotive Co's 1909/12 prodn. under Berliet licence. ALPINE—misnomer for Steyr. ALSATIA, AMÉRICAIN—*vide* (i) Mathis, Cohendet. AMERICAN VOITURETTE—see Car-Nation. AMERICAR—name for (iv) American. AMICA—model of baby F.I.A.T. ANGLIAN—importer's name for Ariès. ARDEA—model of Lancia. AUSTRO-FIAT, AUSTRO-GRADE, AUSTRO-RUMPLER, AVON—*vide* A.F., Grade, Rumpler, Trimobile. AUTO-FAUTEUIL—variety of Gauthier. AUTO-UNION—(racing, &c, cars made by) Audi, D.K.W., Horch & Wanderer.

<sup>1</sup> At Hillsdale, but perhaps once at Alamo, Mich.

*A Key to the Numbers in Brackets (1-27), Additions (cases where abbreviated entries are necessitated or deemed adequate) and General Notes may be found on pages 40-41*

US	<i>e</i>	(i) Babcock.—Babcock Electric Carriage Co.—Buffalo, N.Y.	1906-1912
US		(ii) Babcock.—H. H. Babcock & Co. & Mnfrs. Supply Co.—Watertown, N.Y.	1909-1913
GB		B.A.C.—British Automotive Co., Ltd.—69/71, Lots Road, Chelsea, London.	1922-1923
US		Badger.—Badger M.C. Co.—Columbus. <sup>1</sup>	1910-1912
D		Baer (2-stroke)—Paul Baer, G.m.b.H.—17 Boyenstrasse, Berlin, N.39.	DF
GB		Baguley.—Baguley Cars, Ltd.—Burton-on-Trent.	1911-1920
GB		(i) Bailey.—S. R. Bailey.—160, Hartfield Road, Birmingham.	1901-1903
US	<i>e</i>	(ii) Bailey.—S. R. Bailey & Co. (1)—Amesbury, Mass.	1907-1915
GB		Bailey-Lambert (2), B. & L.—Bailey & Lambert, Ltd.	1903-1906
F		Bailleau.—A. Bailleau.—61, Grand' Rue; 18, Rue de Chilly, Longjumeau (S.-et-O.).	1901 to F
A		Baja.—Baja Cyclecar Co.—Boznergasse, Vienne I.	F
US	<i>e</i>	(i) Baker.— <i>Baker Motor Vehicle Co.</i> ; Baker-Rauch & Lang Co.—Central Avenue, Cleveland, Ohio.	1899-1916
US	<i>s</i>	(ii) Baker.—Baker Steam Motor Car & Mnfg. Co.—Pueblo and Denver, Colo.	1917-1924
US		Balboa (3).—Balboa Motors Corp.—Fullerton, Calif.	1923-
US		Baldner.—Baldner Motor Vehicle Co.—Xenia, Ohio.	1901-1903
US	<i>s</i>	Baldwin.—Baldwin Automobile Mfg. Co.—Connellsville, Pa.	1900-1902
F		Ballot.—Etablissements Ballot.—Boulevard Brune, Paris. (4)	1919-1931
GB		Barcar.—Phoenix Motor Co.—7, Hart Street Bridge, Southport.	B
GB		Barclay.—Barclay Motors, Ltd.—177, Clifton Road, Aston, Birmingham.	1933-
F.		Barðon (5).—Automobiles Bardon.—19, Quai National, Puteaux (Seine).	A to 1906
US		Barley.—(afts. Roamer).—Barley Motor Car Co.—Kalamazoo, Mich.	1922-1925
US	<i>s</i>	Barlow.—Barlow Steam Car Co.—Le Détroit.	1922
GB		Barnard.—A. Ward, St. Mark's Engineering Co.—104, Whitechapel Road, E.	1921-1922
GB		(i) Barnes.—George A. Barnes.—Prince Street, Deptford, E.	about 1905/1906
US		(ii) Barnes.—Barnes Mfg. Co.—Sandusky, Ohio.	1907-1912
F		Barré.— <i>G. Barré</i> ; Barré et Lamberthon—Pl. de la Brèche; Ave. de la République; R. de la Boule d'Or; 12, Rue Tartifume, Niort (2. Sèvres)	intermittently 1902 to H
F		Barrière.—Barrière et Compagnie.—22, Rue St. Sabin, Paris.	B
F		Barron-Vialle (jadis Six)—Strasbourg; 32, Chemin des Alouettes, Lyon.	1924-1927

<sup>1</sup> Wisconsin, not Ohio.

—BÉDÉLIA

US <i>e</i>	Barrow.—Barrow's Vehicle Co.—New York.	1896, 1898
F	Bartholomé ("La Tranquille")—Bartholomé.—Miramont (L. et-Garonne).	D
US	Bartholomew (aflds. 'Glide')—The Bartholomew Co.—210, Glide Street, Peoria, Ill.	1901–1903
A	Barth u Köhler.—Barth & Köhler, Kleinautofbk.—Muhrengasse, Vienne X.	F
GB	Bassett.—Bassett Motor Syndicate.—10, Dorrington Street, Brooke Street, Holborn.	B
B	Bastin.—Ateliers Bastin.—R. de Sclessin, Liège.	1908–1909
GB	Bat (tricar)—Bat Motor Mfg. Co., Ltd.—Kingswood Road, Penge.	1904
US	Bates.—Bates Automobile Co.—Lansing, Mich.	1903–1905
GB	Batten (6).—Beckenham Motor Co., Ltd.—High Street, Beckenham, Kent.	1936–1940
F	Bauchet-Rethel.—S.A. des Moteurs H. Bauchet.—Rethel (Ardennes).	1910 to F
F	(i) Baud.—E. Baud.—53, Boulevard du Nord, Lyon.	B
CH	(ii) Baud.—Baud et Cie.—Genève.	B
F	Baudier.—G. Baudier.—29, Rue Brunel, Paris (17e).	B
B	'Baudouin'.—Ateliers Dechamps.—38, Boulevard Baudouin, Bruxelles.	1903–1904
GB	Baughan.—Baughan Motors.—Lower Street, Stroud, Glos.	1920–1929
GB	Bayley.—English Motor Car Co., Ltd.—Euston Road, London, N.W.	BC
GB	Bayliss-Thomas.—Excelsior Motor Co., Ltd.—King's Road, Tyseley, Birmingham.	1922–1929
US	(i) Bay State (7).—Bay State Automobile Co.—Boston, Mass.	1906–1907
US	(ii) Bay State.—The R. H. Long Company.—Framingham, <sup>1</sup> Mass.	1922–1925
GB	(ii) Beacon. <sup>2</sup> —Beacon Motors, Ltd.—Liphook, Hindhead.	1913–1914
GB	Bean; Harper-Bean.—A. Harper, Sons, & Bean, Ltd.; Bean Cars, Ltd.—Waddams Pool, Tipton, Dudley.	1920–1929
GB	Beardmore.—Beardmore Motors, Ltd.—Anniesland, Glasgow.	1920–1928
US <i>e</i>	Beardsley. <sup>3</sup> —Beardsley Electric Car Co.—San Francisco.	1915–1917
US	Beau-Chamberlain.—Beau-Chamberlain Mfg. Co.—Hudson, Mich.	1905 to
GB	Beaufort (8).—Beaufort Motor Co.—Beaufort Works, South Twickenham.	1902 to C
GB	(i) Beaver.—R. F. Cherry & Sons.—Beverley Cycle Works, Beverley, Yorks.	BC
US	(ii) Beaver.—Beaver State Motor Co.—Gresham, Ore.	1919–1920
F	Bébé; B.B.—La Voiturette Bébé (H. Barraud).—Montluçon (Allier).	1911–1913
F	Béchereau.—Louis Béchereau.—27, Rue Cardinet, Paris.	F to 1925
D	Beckmann.—Otto Beckmann & Co.—124, Tauentzienstrasse, Breslau.	BG
F	Bédélia (9).—Bourbeau et Devaux; Mahieux et Cie.—32, Rue Félicien David, Paris; 123, Rue Jean-Jaurès, Levallois-Perret (Seine).	1907–1925

<sup>1</sup> Not Birmingham, Mass.

<sup>2</sup> Unusual cane body.

<sup>3</sup> See (i) Darling.



**BEF—**

D	e	Bef.—Berliner Elektromobil-Fabrik, A.G.—Puttkamerstr., Berlin, S.W.48.	DF
US		Beggs.—Beggs Motor Car Company.—Kansas City, Mo.	1918–1923
F		Bégot et Cail.—Reims.	AB
US		Belden.—Belden Automobile Co.—Pittsburgh, Pa.	1907–
B		Belga.—Automobiles Belga.—Rue des Carrières, Marchienne-Zone.	F
B		Belgica (10).—Sté. des Autos “Belgica”—14, Rue van der Straeten, Bruxelles.	1901 to C
GB	(i)	Bell.—Bell Bros.—Calder Ironworks, Ravensthorpe, Yorks.	1904–1926
US	(ii)	Bell.—W. L. Bell.—Kansas City, Mo.	1907
US	(iii)	Bell.—Bell Motor Car Company.—York, Pa.	1916–1921
F	(iv)	Bell.—Cyclecars Bell.—12, Rue Gambetta, Choisy-le-Roi (Seine).	FG
F		Bellanger.—Sté des Automobiles Bellanger Frères.—1–35, Rte. de la Révolte, Neuilly s/Seine.	1912–1923
GB		Belsize (11).— <i>Marshall and Co.</i> ; Belsize Motors, Ltd.—Belsize Works, Clayton, Manchester.	1897–1925
GB		Belsize-Bradshaw (12).—Belsize Motors, Ltd.—Clayton, Manchester.	1922–1924
I		Beltrame.—E. Beltrame.—Vercelli, Novare.	D
US		Bendix.—The Bendix Co.—Logansport, Ind.	1907–1909
US		Benham.—Benham Mfg. Co.—Le Détroit.	1913–1917
US		Ben Hur (13).—Ben Hur Motor Co.—Cleveland, Ohio.	1917–1918
F		Benjamin.—Maurice Jeanson.—139, Blvd. Voltaire, Asnières (Seine).	1921–1927
US		Benner.—Benner Motor Car Co.—New York, N.Y.	1908–
F		Benova.—Maurice Jeanson.—139, Blvd. Voltaire, Asnières (Seine).	1921–1929
GB		Bentall.—E. H. Bentall & Co., Ltd.—Heybridge, Maldon, Essex.	1908–1913
GB		Bentinck.—Bentinck Motor Co., Ltd.—London Road, Nottingham.	BC
GB		Bentley.—Bentley Motors, Ltd.—Oxgate Lane, Cricklewood; Derby.	1920 to date <sup>1</sup>
D	(i)	Benz.— <i>Rheinische Gasmotoren Fabrik</i> ; Benz & Cie (now Mercedes-Benz A.G.).—Neckarau, Mannheim.	1885 to date
D	(ii)	C. Benz Söhne (E. & R.).—Ilvesheimerstr., Ladenburg am Neckar.	DG
US		Berg.—Berg Automobile Co.— <i>New York City, N.Y.</i> ; Cleveland.	1902–1905
US		Bergdoll.—Louis J. Bergdoll Co.—Philadelphie.	1908–1913
D	e	(ii) Bergmann. <sup>2</sup> —Bergmann Elektrizitäts-Werke, A.G.—Lindenallee, Rosenthal, Berlin.	DF
US		Berkshire.—Berkshire Motor Co.—Pittsfield, Mass.	1905 to
F		Berliet (also e)—Automobiles M. Berliet, S.A. (fabricants de locomotives, etc.).—Rue des Quatre Maisons, Lyon; Vénissieux, Lyon; 160/192 Blvd. de Verdun, Courbevoie; 239, Ave. Bertholet, Lyon-Monplaisir.	1895–1947
CH		‘Berna’ (formerly Wyss)—Fabrique Suisse des Automobiles “Berna” (now comml. only; poids lourds slmt).—Olten; Berne.	1902 to C

<sup>1</sup> Dormant 1930–1933.

<sup>2</sup> *Vide Orient Express.*

F	Bernardet. <sup>1</sup> —104, Ave. de la République, Châtillon-sous-Bagneux (Seine).	1946–1950
GB e	Bersey. <sup>2</sup> —W. C. Bersey.—Lambeth, London, S.E.	1893–1899
I	Bertoldo.—Fratelli Bertoldo.—Foro Rivara, Turin.	D
US	Bertolet.—Bertolet Motor Car Co.—Reading, Pa.	1908–1912
I	Bertolini.—Parme.	1950
US	Best.—C. L. Best Tractor Co.—San Leandro, Californie.	1898–1900
US	'Bethlehem'.—Bethlehem Automobile Co.—(Pa.).	1904–1908
GB	Beverley-Barnes.—Lenaerts et Dolphens.—Beverley Works, Willow Avenue, Barnes, S.W.13.	1924–1930
D	B.F.—B.F. Automobilbau.—Charlottenburg, Berlin.	BG
F s	B.H.L.—Société des Automobiles à Vapeur "B.H.L."—21, Rue Ruhmkorff, Paris.	B
I	Bianchi.—Stà. Anon. Automobili e Velocipedi Edo. Bianchi.—16, Viale Abruzzi; 16, Via Borghetti, &c., Milan.	1900–1948
US	Biddle.—Biddle Motor Car Company.—Philadelphia; New York.	1915–1922
GB	Bifort.—Bifort Motor Company.—West Street, Fareham, Hants.	1915–1920
F	Bignan.—Automobiles Bignan.—15, Rue de Normandie, Courbevoie; 83 Rte. de la Révolte, Lev-Perret (Seine).	1920 to H
GB	Bijou.—Protector Lamp & Lighting Co., Ltd. (14)—Eccles, Manchester.	1903
A	Bilgeri.—Bilgeri-Werk.—Leiblach and Bregenz (Vorarlberg).	FG
US	Bimel.—Bimel Buggy Co.—Sydney, Ohio.	1911–1917
US e	Binney-Burnham.—Binney and Burnham.—Boston, Mass.	1899–1902 <sup>3</sup>
US	Birch.—Birch Motor Cars, Incd.—Chicago.	1917–1925
US	Birmingham. <sup>4</sup> —Birmingham No-Axle Motor Corp.—Jamestown, N.Y.	1921–1922
US	(ii) Black (15).—Black Mfg. Co.—124 (East) & 219 (West) Ohio Street, Chicago.	1903–1909
GB	Blackburne.—Blackburne Aeroplane & Motor Co., Ltd.—Olympia, Leeds.	1922–1925
US	Black Diamond.—The Black Diamond Co.—Geneva, N.Y.	1904–1905
US	Blackhawk.—Clark Mfg. Co.—Moline, Ill.	1902–1903
GB	Blake.—F. C. Blake.—Station Avenue, Kew Gardens, Surrey.	1901–1904
US e	Blakeslee.—Cleveland, Ohio.	1906–1907
GB	Blériot Whippet.—Air Navigation & Engineering Co., Ltd.—Addlestone, Surrey.	1920–1927
US s	(i) Bliss.—Bliss Chainless Automobile Co.—Attleborough, Mass.	1901
US	(ii) Bliss.—E. W. Bliss & Co. (16)—Brooklyn, N.Y.	1906
D	Blitz.—Gebrüder Thomas.—Bautzen (Saxe).	D
US	B.L.M. <sup>5</sup> —B.L.M. Motor Car and Equipment Co.—Brooklyn, N.Y.	1906–1909

<sup>1</sup> Cf. Bernardi.

<sup>2</sup> First car ridden by Edward VII, May, 1896.

<sup>3</sup> Most lists give 1902 only.

<sup>4</sup> Independent suspension.

<sup>5</sup> Breeze Lawrence & Moulton. Peck gives 1907 only.

# BLOMSTROM—

US	Blomstrom <sup>1</sup> (and Gyroscope)—Blomstrom Mfg. Co.— Le Détroit.	1904–1909
F e	Blondel-Crépin.—Blondel et Crépin.—13, Boulevard Baraban, Amiens (Somme).	B
US	Blood.—Blood Bros.—Kalamazoo, Mich.	1903–1905
D	B.M.W.—Bayerische Motoren Werke.—Dachauerstr., Munich; Eisenach.	B to date (17)
F	B.N.C.—(Lombard & A.E.R.)—Bollack-Netter et Cie.— 39, Ave. de Paris, Rueil-Malmaison; 90, Rue des Frères Herbert, Levallois (Seine).	1924 to H
D	Bob.—Bob Automobil A.G.—102, Bergmannstr., Berlin, S.W.29.	FG
US	Bobbi-Kar (aflds. (b) Keller).—Geo. D. Keller.—Hunts- ville, Ala.	1945–1947
D	‘Böblinger’.—Böblinger Werft A.G.—Böblingen, Würt- temberg.	FG
A	Bock u. Höllander.—72 Hauptstrasse, Vienne, Autriche.	BD
D	Boes.—Jacob Boes & Co.—Wilmsdorferstr., Charlotten- burg.	1904
F	Boitel.—Automobiles Boitel.—13 Rue Martin Bernard, Paris XII.	1948–1949
F	Bolide (18).— <i>Léon Lefèvre et Cie.</i> ; Sté. l’Auto-Répara- tion.—10 Rue Emile-Allez, Paris.	1899 to D
F	Lucien Bollack.—43, Rue Copernic, Paris, XVI.	GH
F s,p	Amédée Bollée.—Amédée Bollée fils.—99, Avenue Léon Bollée, Le Mans (Sarthe).	1878–1927
F s,p	Léon Bollée (19).—Automobiles Léon Bollée.—120, Ave. de Paris, Les Sablons, Le Mans. (petrol 1899 to H)	1895
GB s	Bolsover.—Bolsover Brothers, Ld.—Eaglescliffe, Durham.	1902 to C
US	Bolte.—Th. Bolte.—Scotte Block, Kearney, Neb.	1901–1902
GB s	Boncar.—The Bon-Car Motor Co.—Pirrie St., Leith, N.B.	1907
GB	(i) Bond.—F. W. Bond & Co.—Thornccliffe, Brighouse, Yorks.	1922–1928
GB	(ii) Bond. <sup>2</sup> —Sharp’s Commercial, Ld.—Ribbleton Lane, Preston.	1949 to date
F	Bonneville.—L. Bonneville.—52, Boulevard Carnot, Toulouse.	B
US e	Borbein.—The H. F. Borbein Co. <sup>3</sup> —St. Louis, Mo.	1903
D	Borgward.— <i>Hansa-Lloyd Werke, A.G.</i> ; Carl F. W. Borg- ward, G.m.b.H.—Brême.	1938 to date
US e	Borland.—The Borland-Granis Co.—Le Détroit.	1903–1913
H	Bory.—Josef Bory Automobilfbk.—Székesfehérvár, Pesth, Hongrie.	F
US s	Boss. <sup>4</sup> —Boss Knitting Machine Works.—Reading, Pa.	1903 to C
US	Bour-Davis.—The Bour-Davis Co.— <i>Frankfort, Ind.</i> ; <i>Chicago</i> ; Shreveport, Louisiane; Le Détroit.	1915–1923
US	Bournonville (20).—Bournonville Motors Co.—Hoboken, N.J.	1914–1922
B	Bovy. <sup>5</sup> —Albert Bovy (puis S.A. des Automobiles In- dustrielles Bovy).—21, Rue Ste. Marie, Molenbeck, Bruxelles; Herstal.	1902 to D

<sup>1</sup> Friction drive.

<sup>2</sup> Unconventional 200 c.c. 3-wheeler “Minicar”

<sup>3</sup> Made Brecht till 1903.

<sup>4</sup> Cf. Eck.

<sup>5</sup> Cf. Brossel.

—BROC

US	Bowman.—Bowman M.C. Co.—Covington, Ky.	1921–1922
GB	Bowser.—E. Bowser.—46, Burley Street, Leeds.	1923
GB	Bow-V-Car.—The Plycar Company.—Bute Street, Luton.	1923
F	Boyer.—Boyer et Cie.—4, Rue de Paris, Puteaux; Neuilly s/Seine.	AD
F	Bozier.—Voitures Bozier.—Rue Denis Papin, Puteaux, Seine; 12, Ave. de Madrid, Neuilly s/Seine.	1902–1925
GB	Bradbury.—Bradbury Bros.—108, High Street, Croydon.	1901 to C
US	Bradfield.—Bradfield Motors, Inc.—Chicago.	1929–1930
GB	Bramham <sup>1</sup> (succeeding (ii) Stanhope)—Bramham Motors.—Greenside Works, Lower Wortley, Leeds.	1924
GB	Bramobile.—William Wilson.—Lower Town Street, Bramley, Leeds.	BC
US	Bramwell.— <i>John T. Robinson &amp; Co.</i> —Hyde Park, Mass.; Bramwell Motor Company.—Beach Street, Boston.	1899–1903
D	Brandt.—Motorfahrzeugfbk. Roland Brandt.—12, Schlesischestr., Berlin, S.O.33.	D to 1948
US	Brasie.—Brasie Motor Car Company.—Minneapolis, Minn.	1914–1915
F	Brasier; Richard-Brasier (“le trèfle à quatre”).— <i>Sté. des Ans. Ets. Georges Richard</i> ; Sté. des Autos. Brasier.—57, Quai d’Ivry, Ivry-Port; 2, Rue Sillery, Reims.	1902 to G
US	Brazier.—H. Bartol Brazier.—Philadelphie.	1902–1904
US s,e	Brecht.—Brecht Automobile Company.—1207, Cass Avenue, St. Louis, Mo.	1901–1903
US	Bremac.—Bremac M.C. Corp.—Le Détroit, Mich.	1932
D	Brennabor.—Gebr. Reichstein.—Brennabor-Werke, Brandebourg (Havel).	DG
US	Brew-Hatcher.—The Brew & Hatcher Co.—Cleveland.	1904–1905
US	Brewster. <sup>2</sup> —Brewster & Co.—Long Island City, N.Y.	1915–1925
GB	‘Bridgwater’.—Bridgwater Motor Co.—(Somerset—George Street).	1900–1901
US	Briggs-Stratton.—Briggs & Stratton Company.—1047, Louis Avenue, Milwaukee, Wis.	1922–1927
F	Brillié.—Eugène Brillié.—19, Rue Auber, Paris.	BC
US	(ii) Briscoe.—Briscoe Motor Corp.—Wildwood Avenue, Jackson, Mich.	1914–1922
GB	(i) ‘Bristol’.—Bristol Motor Co., Ltd.—(Redcross Street).	1901–1909
US s	(ii) ‘Bristol’.—Bristol Automobile Co.—(Conn.).	1902–1903
GB	(iii) ‘Bristol’.—Bristol Aeroplane Co., Ltd.—Filton, nr. Bristol.	1947 to date
GB	Brit.—Britannia Engineering Co.—Bridport.	1914
GB e	(i) Britannia.—Britannia Electric Carriage Syndicate, Ltd.—Britannia Works, Colchester.	1896–1899
GB	British Ideal. <sup>3</sup> —Montague Hawnt & Co.—Dudley St. and Sparkbrook, Birmingham.	AB
GB	British Salmson.—British Salmson Aero Engines, Ltd.—Raynes Park, London, S.W.20.	1934–1939
GB	Briton.—Briton Motor Co., Ltd.—Willenhall Road, Wolverhampton.	1906–1928
US e	Broc.—Broc Carriage & Wagon Co.—Cleveland, Ohio; Saginaw, Mich.	1909–1915

<sup>1</sup> Twin belt drive.

<sup>2</sup> Old-established New York coachbuilders.

<sup>3</sup> Under Schaudel licence.

## BROCKLEBANK—

GB	Brocklebank.—Brocklebank & Richards, Ltd.—Oozells Street, Birmingham.	1927–1931
US	Brodesser.—Brodesser Motor Truck Co.—Juneau, Wis.	1914–
US	Brook.—Spacke Machine & Tool Co.—Indianapolis, Ind.	1920–1921
GB	Brooke.—J. W. Brooke & Co., Ltd. <sup>1</sup> —Adrian Works, Lowestoft.	1900–1913
GB	(i) Brooks.—Brooks Motor Co., Ltd.—Holbrook's Lane, Foleshill, Coventry.	1902
US s	(iii) Brooks.—Brooks Steam Motors, Inc.—Northumberland Avenue, Buffalo, N.Y.	1925 to G
B	Brossel.—Brossel fres., Bovy et Pipe, S.A.—14, Ave. de la Pède, Bruxelles.	K
GB	Brotherhood.—Brotherhood-Crocker Motors, Ltd.—Peterborough.	1905–1907
GB	Brough.—(aflds. motorcycles)—W. E. Brough—Basford, Nottingham.	B
GB	Brough Superior.—Brough Superior Cars, Ltd.—Haydn Road, Nottingham.	1935–1940
F	Brouhot.—Brouhot et Cie.—Rte. de Paris, Vierzon (Cher).	A to 1910
GB	(i) Brown. <sup>2</sup> —Brown Brothers, Ltd.—22–34, Great Eastern Street, E.C.	1901–1911
US	(iii) Brown.—Gt. Western Automobile Co.—Kalamazoo, Mich.	1916–1917
US	Brownie.—J. O. Carter.—Hannibal, Mo.	1915
US	Browniekar.—Hinsdale Elect. Supply Co.—Hinsdale, Ill.; Omar Motor Co.—Newark, N.Y.	1908–1910
F	Brulé.—H. Brulé et Cie.—31, Rue Boinod, Paris (XVIII).	AB
F	Bruneau.—P. Bruneau et Cie.—12, Rue Victor Hugo, Tours.	BC
DK	(i) Brunn.—Holger Brunn.—Copenhagen.	B
GB	(i) Brush (21); Brushmobile.—Brush Electrical Engineering Co.—Falcon Works, Loughborough; Belvedere Road, Lambeth.	1901–1905
US	(ii) Brush.—Brush Runabout Co.—Euclid Avenue, Le Détroit, Mich.	1907–1913
D	Bruisch.—Egon Brutsch.—Stuttgart.	1955 to date
GB	B.S.A.—Birmingham Small Arms Co., Ltd.—Sparkbrook, Birmingham.	1907–1940
F	Buat.—Léon Buat.—9 Rte. de Crépy, Senlis (Oise).	B to 1906
F	Buc.—Bucciali Frères.—8, Avenue Gambetta, Courbevoie (Seine).	1923–1933
F	Buchet.— <i>Société Buchet</i> (22).—15, Rue Greffulhe, Levallois; Gaston Saily.—73, Rue de Sèvres, Billancourt (Seine).	A to 1930
US	Buckeye (23).— <i>People's Automobile Mfg. Co.</i> —Cleveland; Lambert Motor Truck Co.—Anderson, Ind.	1901–1910
GB	Buckingham.—Buckingham Engineering Co., Ltd.—Holyhead Road, Coventry.	1914–1923
US	Buckmobile (aflds. Black Diamond).—The Buckmobile Co.—Utica, N.Y.	1903–1904
US e	(i) 'Buffalo'.—Buffalo Electric Carriage Company.—(N.Y. Military Rd.)	1900–1906
US	(ii) 'Buffalo'.—Buffalo Gasoline Motor Co.—(N.Y.)	1900–1907

<sup>1</sup> Specialists in 3-cylinders.

<sup>2</sup> Aster, de Dion, etc., engines.

F	Bugatti.—Ettore Bugatti (24).—Molsheim (Bas-Rhin); 75, R. Carnot, Lev.-Perret.	1909 to date
US	Buggycar.—The Buggycar Co.—Cincinnati, Ohio.	1907–1909
US	Buick; (ii) Marquette.—Buick Motor Co. (25)— <i>Le Déroit</i> ; Flint, Mich.	1903 to date
F	La Buire.— <i>Chantiers de la Buire</i> .— <i>Place de La Buire</i> , Lyon; Sté. Nouvelle de La Buire-Automobiles—274, Grande Rue, Monplaisir, Lyon.	1902 to H
US	Burdick.—Burdick Motor Car Co.—Eau Claire, Wis.	1909 to
US	Burg.—L. Burg Carriage Co.—Dallas City, Ill.	1912–1914
GB	Burney (26).—Streamline Cars, Ltd.—Cordwallis Road, Maidenhead.	1930–1936
US	(ii) Burns.—Burns Bros.—Le Havre de Grâce, Md.	1909 to
GB	Burt.—T. Burt.—Commercial Road, Totton, Hants.	BC
US	Bush.—Bush Motor Company.—Chicago, Ill.	1909 to G
D	Büssing.—H. Büssing, A.G.—Elmstrasse, Brunswick.	1905 to K
GB	Butler (27).—Edward Butler.—Erith, Kent.	1888
F	Butterosi.—Sté. Nouvelle des Autos Butterosi.—49, Quai de Boulogne-sur-Seine.	1919–1924
US e	Byrider.—Byrider Electric Automobile Co.—Cleveland, Ohio.	1908 to D
D	B.Z.—Bootswerft Zeppelinhafen, G.m.b.H.—Potsdam (Wildpark).	F

## KEY TO NUMBERED COMMENTARY

- 1 Initials as (i) Bailey, but presumably no connection.
- 2 Address as (i) Bailey, which it succeeded.
- 3 Fine supercharged rotary-valve 8-cyl.
- 4 Bought by (ii) Hispano-Suiza. Starting date supplied by manufacturers, marine engineers, but French car named Ballot existed many years ago.
- 5 Puis Unic. La monocylindre de 1901 se balançait de 2 pistons avec 4 volants.
- 6 Ford engine.
- 7 "Bay (Beaver, Buckeye, Empire, Hoozier, Keystone, Wolverine) State"—car names based on popular expressions for Massachusetts, Oregon, Ohio, New York, Indiana, Pennsylvania and Michigan. See Lone Star.
- 8 Mr. Pollitt considers it was a German car. If so, I suggest Orient Express.
- 9 Name derived from initials, pronounced Bé, Dé. Pioneer cycl., first friction drive, then belt, with rear-seated driver and flimsy steering.
- 10 En suite Saroléa. A air comprimé pour démarrage, freinage et refroidissement d'eau.
- 11 Started as "Marshall", based on Hurtu.
- 12 Oil-cooled.
- 13 Reason for name unknown, Genl. Wallace having been native of Indiana.
- 14 Built Eccles' fire lorry, 1901.
- 15 Ré Black Crow, see Crow.
- 16 The famous press builders. One of the finest cars of its day.
- 17 The Bayerische factory in Munich is mentioned in a German annual of 1904, but the modern B.M.W. (called in the Russian zone E.M.W.) started in 1929.
- 18 Aussi nom dérisoire de Léon Bollée, et se dit mntt. d'une autole. de course.
- 19 Léon inventa le premier (1887) une machine à calculer faisant la multiplication en action directe.
- 20 Well-known rotary valve designer, and pioneer of D.A. headlights.
- 21 Engines—(i) included Abeille, *vide* A.M.; (ii) went anti-clockwise, and was shared by Oakland. Car had wooden axles and individual wheel springing.
- 22 Made record size motor tricycle (32 h.p.) in 1902.
- 23 Ohio being the "Buckeye State", through profusion of *Aesculus flava*.
- 24 Savant animateur de la Peugeot Bébé, et d'autres semblables. L'on remarquait en 1902 une Bugatti-Deutz.
- 25 Form. Buick & Sherwood, plumbers' furnishers, of Jackson (experimental from 1900). Early models had tilting steering wheel and safety starting handle. (ii) Marquette, 1929/30.
- 26 Very unorthodox car (Crossley engine) and streamline body.
- 27 Exceptionally inserted here, but it is not thought that Butler, Markus or Roper was commercially produced.

## ADDITIONS

*(cases where abbreviated entries are necessitated or deemed adequate)*

E: Biscuter 1955.

F: (ii) Balmoral 1921; Bart 1907; Bekka 1906; Bellamy<sup>1</sup> 1904; Bertrand 1902; s le Blant 1894; Boitel 1947/50 (puis poursuivi pour fraude); Boulet 1902; Brierre 1901; Briest-Armand, A; Le Brun 1894.

<sup>1</sup> They built an 8-cyl. racer (115 m.p.h.) for Miss Hockenhull, wealthy American. Being 200 h.p., it needed no gearbox.

## B—GENERAL NOTES

GB: (i) Balmoral, 'Bedford',<sup>1</sup> Belgrave 1904; (i) Britannia 1907; British Eagle 1929; s Britmobile 1901; Bushbury 1897.

I: Bernardi (3-wheeler) 1893/4.

US: e Bachelles 1901; Backhus 1925; Bacon 1905; e Baker & Elberg 1894; s Ball 1902; (x) Banker 1905; Barbarino 1923; Barnhart 1905; Barver 1925/27; Bateman 1917; Bauer 1914; Baurath 1899; (i) Beacon 1908; B.E.L. 1921; Belmont—(i) 1908, (ii) 1910, (iii) 1912, e (iv) 1916; e Berwick 1926; Bessemer 1904; Betz 1919; 'Beverly' (Mass.) 1904; Bewis 1915; Biddle-Murray 1906; Biederman 1915; The Bird 1911; (i) Black 1899; Blaisdell 1903; Blumberg 1918; Boisse-lot 1901/6; 'Boston' 1900; Boston High Wheel 1908; Boston & Amesbury 1902; Bradley 1920/21 (a motor hearse); Bramwell-Robinson 1899; e Breer 1900; Brennan 1908; 'Bridgeport' 1922; Brightwood 1912; Brock 1920; Brockville-Atlas 1911; (ii) Brooks 1908; (ii) Brown 1914; Brown's Touring Cart 1898; Brown-Burt 1904; Brownell 1910; e (ii) Brunn 1906; Brunswick 1916; Buck 1925; Buckles 1914; (iii) Buffalo 1908; Bugmobile 1907; (i) Burns 1901; Busser 1915.

## GENERAL NOTES

BAYARD, B.E.C.—*vide* (i) Clément, (i) Electromobile. BECKETT & FARLOW, BEDFORD—importers' names for Mathieu, Buick with Bedford body. BEESTON—see Humber (but some unconnected Beeston motor tricycles were made in Coventry in 1899). (i) BERGMANN, B.G.S.—*vide* (i) Orient, Garcin. BLACK CROW, BLANC ET GUILLON—see Crow, Tom Pouce. BLACK HAWK—variety of Stutz (*cf.* Blackhawk). BRADFORD, BRIGHTON—names for Jowett commercial, e Joel. BRAUN, BRIGGS—*vide* Favorit, Detroit. BUFFUM—*vide* (i) Central (1902/05), Laconia. BUGGYAUT—a variety of Duryea which in *Times-Herald* race of 1895 had to be cooled with snow from the gutters. BURLINGTON—name for de Diétrich-Bugatti.

<sup>1</sup> Also importers' name for Buick with Bedford body.





*A Key to the Numbers in Brackets (1-34), Additions (cases where abbreviated entries are necessitated or deemed adequate) and General Notes may be found on pages 51-52*

F	(i) Caban.—Constantin, Caban et Cie.—Argeliers, (Aude).	B
F	Le Cabri.—22bis Avenue de la Marne, Asnières (Seine).	F to 1925
US	Cadillac; La Salle.—Cadillac Motor-Car Co.—Clark Ave., Le Détroit, Mich.	1903 (1) to date
F	Cadix.—Jean Jannel, Autos. Cadix.—Martinville (Vosges).	1920 to F
F	Caffort.—Sté. des Ans. Ets. Caffort.—125 bis Rue du Chemin-Vert, Paris; Marseille.	1922
F	Cail.—Société Cail.—Rue de Douai, Denain, près Douai (Nord).	BD
GB	Calcott.—Calcott Bros., Ltd.—Far Gosford Street, Coventry.	1912-1926
GB	Caledonian.—Caledonian Motor Car & Cycle Co.—265, Union Street, Aberdeen.	1901 to C
GB	Calthorpe.—Calthorpe Motorcycle Co.; Calthorpe Motor Co., Ltd.—Cherrywood Road, Bordesley Green, Birm- ingham.	1904-1931
F	Cambier.—Etablissements Cambier.—St Maurice, Lille (Nord).	1901-1905
I	Camen. <sup>1</sup> —Naples.	1928
US	(i) Cameron.—Cameron Mfg. Co.—New Haven, Conn.; Beverly, Mass.	1903-1909
US	(ii) Cameron. <sup>2</sup> —Cameron Car Co.—Norwalk, Conn.	1914-1917
GBC	(i) Campbell.—A. M. Campbell.—Hobart, Tas.	1901
US	(ii) Campbell.—Campbell Motor Car Co.—Kingston, N.Y.	1917-1920
US	Canda.—Canda Mfg. Co.—Carteret, N.J.	1900 to B
US s	Cannon.—The Burt Manufacturing Co.—Kalamazoo, Mich.	1902-1906
GB	'Canterbury'.—Canterbury Motor Company.—(St. George's Gate.)	BC
US e	(i) 'Cantono'. <sup>3</sup> —Cantono Electric Tractor Co.—Canton, Ohio.	1904-1905
I	(ii) Cantono.—E. Cantono.—Piazza delle Terme, Rome.	D
GB	Capel (2).—Creek Street Engineering Company.—Dept- ford, S.E.; Cremorne Motor Mfg. Co.—Lots Road, Chelsea.	AB
I	Caproni; Cems-Caproni.—S.A. Caproni Aeroplani,— Trente.	1947-1951
GB	Carden.—Ward & Avey, Ltd.—Somerset Road, Tedding- ton.	1912-1922
F e	Cardinet.—Cie. Française des Voitures Electromobiles.— 49, Rue Cardinet, Paris.	BC
US	Cardway.—Fredk. Cardway.—New York.	1923-1925
US s	Carhart.—V. W. Carhart.—Saratoga, N.Y.	1872

<sup>1</sup> Moteur à 2 deux temps, surcomprimé.

<sup>2</sup> Air-cooled, patent transmission.

<sup>3</sup> Electric fore-carriage.

—CENTURY

I	Cariolato.—Ettore Cariolato.—Piazza S. Luigi di Francesi, Rome.	B
US	Carlson.—Carlson <i>M.V.</i> , Motor & Truck Co.—Brooklyn, N.Y.	1904–1909
GB	Carlton.—Carlton Motor Company.—Lockhurst Lane, Foleshill, Coventry.	B
US	Car-Nation; Voiturette.—American Voiturette Co.—Le Détroit.	1912–1914
D	Carolus; Carolette.—Carl Knöllner.—Ravensbrück.	F
F	Caron.—Caron et Cie.—R. St. Ferdinand, Paris (17e).	1900 to
US <i>e</i>	Carpenter.—H. H. Carpenter.—Denver, Colo.	1895
GB	Carpeviam (3).—Chas. Peacock & Co.—Clerkenwell Road, London, E.C.	BD
US	Carrol.—Carrol M.C. Co.—Strassburg, Pa.	1912–1920
US	Carroll.—Carroll Automobile Co.—Loraine, Ohio.	1920–1922
GB	Carrow.—Carrow Cars, Ltd.—Grosvenor Road, Hanwell.	1920–1923
US	Cartercar. <sup>1</sup> — <i>The Motor Car Co.</i> ; The Cartercar Co.—Le Détroit and Pontiac, Mich.	1907–1915
F	Carteret.—106–108, Ave. Marceau, Courbevoie (Seine).	F
US	Carter Twin-engine (4).—Carter M.C. Corpn.—Washington, D.C.	1907–1908
US	Case. <sup>2</sup> —The J. I. Case Threshing Machine Company—Racine, Wis.	1909–1927
F	Cassan.—Cassan Fils.—Bourgoin (Isère).	B
GB	(i) Castle.—W. Griffiths.—Gungate Works, Tamworth, Staffs.	BC
GB	(ii) Castle (3-wheeler).—Castle Motor Co., Ltd.—New Road, Kidderminster.	1919–1922
E	Castro.—(puis <i>i</i> ) Hispano-Suiza)—Barcelone.	about 1901–1904
F	Causan.—87, Rte. de la Révolte, Levallois-Perret.	F to 1924
US	Cavac.—Plymouth, Mich.	1910 to
GB	Cavendish.—Sheffield Motor Co., Ltd.—Broomhall Street, Sheffield.	BC
US	Ceco (cycl).—Continental Engin'g. Co.—Chicago.	1914–1915
S	Cederholm (5).—J. et A. Cederholm.—Ystad.	1892
I	Ceirano (6).— <i>Matteo Ceirano</i> ; Sotà. Anon. Giovanni Ceirano.—11, Corso Vittorio Emmanuele; 142, Corso Francia, Turin.	1902 to G
A	Celeritas (7).—Celeritas Automobil Gesell.—Vienne.	1901 to B
GB	(i) Celtic.—Bradford Motor Car Co.—Manningham Lane, Bradford.	BC
F	(ii) Celtic.—Marcel Caplet.—R. Dicquemar, Le Havre-de-Grâce (Sne. Infre.).	1908, D
F	(iii) Celtic.—Cie. Génle. des Voitures à Paris.—1, Place du Théâtre Français, Paris.	F to 1929
GB	(i) Centaur.—Centaur Cycle Co., Ltd.—Coventry.	1901
US	(ii) Centaur.—Centaur Motor Vehicle Co.—Buffalo, N.Y.	1902
US	(i) Central.—Buffum Manufacturing Co.—Abington, Mass.	1902–1905
D	(ii) Central.—B. Wimmer and Sohn.—Bahnhofstr., Sulzbach, Bavière.	.DF
GB	(i) Century (8).—Century Engineering & Motor Co., Ltd.—Altrincham; Cumberland Park, Willesden, N.W.	1899–1907

<sup>1</sup> Friction drive. *Cf.* Brownie.

<sup>2</sup> Succeeding Pierce-Racine.

## CENTURY—

US	<i>e, s, p</i> (ii)	Century.—Century Motor Vehicle Co.—517, East Water Street, Syracuse, N.Y.	1900–1903
US	<i>e</i> (iii)	Century.—Century Electric M.C. Co.—Le Détroit.	1911–1915
GB	(iv)	Century. <sup>1</sup> —Century Cars, Ltd.—280, Euston Road, N.W.1.	1928–1929
US		C.F.—Cornish-Friedberg M.C. Co.—Chicago.	1908–1909
GB		C.F.B.—C.F.B. Car Syndicate, Ltd.—51, Church Road, Upper Norwood, S.E.	1920–1921
F	<i>p, s</i>	Chaboche.—E. Chaboche.—33, Rue Rodier, Paris.	AD
US	(i)	Chadwick.—Chadwick Engineering Works.—Pottstown, Pa.	1905–1909
F		Chaigneau (-Brasier)—21, Ave. des Champs Elysées, Paris (VIII).	GH
F		Chainless (9).—Sté. Anonyme des Voitures Légères "Chainless".—Paris.	1901
US		Chalfant.—Chalfant Motor Car Co.—Lenover, Pa.	1906–1912
US		Chalmers.—Chalmers Motor Co. (bought by Maxwell)—Le Détroit, Mich.	1908–1923
GB		Chambers.—Chambers Motors, Ltd.—15, Cuba Street, Belfast.	1904–1930
F		Chameroy. <sup>2</sup> —Chameroy—Rte. de Montesson, Le Vésinet (S.-et-O.).	1909–1911
US	(ii)	Champion.—Champion Wagon Co.—Owego, N.Y.	1902 to
US	(iv)	Champion.—Champion M.C. Co.—14th Ave., Minneapolis.	1913 to
US	(v)	Champion.—Champion Motors Corp'n.—Harrison Bdg., Philadelphie.	1919–1926
D	(vi)	Champion.—Hennhöfer & Co.—Rheinische Automobil-fabrik, Ludwigshafen.	1952–1954
F	<i>pe</i>	Champrobert.—de Champrobert et Cie.—105, Rue Fazilleau, Levallois (Seine).	1901–1907
US		Chandler (10).—Chandler Motor Car Co.—Cleveland, Ohio.	1913–1929
US	<i>e</i>	Chapman.— <i>W. H. Chapman</i> ; Belknap Motor Co.—Kennebec St., Portland, Maine.	1899–1902
F		Charron. <sup>3</sup> — <i>Charron, Girardot et Voigt, 20, Rue des Pavillons</i> ; Automobiles Charron, Ltd.—7, Rue Ampère, Puteaux (Seine).	1901–1930
GB		Charron-Laycock.—W. S. Laycock, Ltd.—Victoria Works, Millhouses, Sheffield.	1920–1928
US		Charter Oak.—Eastern Motors Synd.—New Britain, Conn. (11).	1917 to
US		Chase. <sup>4</sup> —Chase Motor Truck Co.—Syracuse, N.Y.	1907–1925
D, F		Chatel-Jeannin.—Cie. de Constrn. d'Automobiles Chatel-Jeannin.—Mulhouse, Alsace.	B
GB		Chater-Lea.—Chater-Lea, Ltd.—Golden Lane, E.C.; Banner Street, E.C.	1913–1922
GBC		'Chatham'.—Chatham M.C. Co.—(Ontario).	1906–1908
F	<i>s, p</i>	Chausselet.—J. Chausselet.—11 Rue Princesse, Paris, 5e.	B
GB	<i>s</i>	'Chelmsford'.—Clarkson & Capel Steam Car Synd., Ltd.—Moulsham Works (Essex).	1902 to
US		'Chelsea'.—Chelsea Mfg. Co.—(Michigan).	1901–1904

<sup>1</sup> A £100 Car.

<sup>2</sup> Prise par courroie (variable belt drive).

<sup>3</sup> Alias C.G.V. Une 8-cylindres en 1902.

<sup>4</sup> 2-cycle air-cooled.

—CITY

F	(if) Chenard.—Louis Chenard.—31/33, Rue des Gros Grès, Colombes (Seine)	1920–1932
F	Chenard-Walcker.— <i>E. Chenard; Chenard, Walcker et Cie., 7, Rue de Normandie, Asnières; Sté. Anon. des Ans. Ets. Chenard et Walcker.—30, Rue du Moulin-de-la-Tour, Genevilliers; 40, R. Henri Barbusse.</i>	1897 to M
GB	Chenhall.—St. Andrews Cycle & Electrical Co.—Ebrington Street, Plymouth.	B to 1906
GB	Cheswold.—E. W. Jackson & Son, Ltd.—French Gate, Doncaster.	1911–1916
US	Chevrolet.—Chevrolet Motor Company.—Janesville, Wis.; Le Détroit, Mich. (12).	1911 to date
US	(i) 'Chicago'.—Walker Vehicle Co.—(Ill.).	1899
US s	(ii) 'Chicago'.—Chicago Auto Mfg. Co.—(Ill.).	1905–1907
US e	(iii) 'Chicago' (13).—Chicago Electric M.C. Co.—(Ill.).	1913–1916
US	Chief.—Chief Mfg. Co., Motor Co.—Buffalo; Le Détroit.	1908 to
I	Chiribiri.—Chiribiri & Cia.—5, Via Caraglio; 44, Via Vigone, Turin.	DG
GB	Christchurch-Campbell.—J. Campbell, Ltd.—Christchurch, Hants.	—1922—
F	Christiane.—A. Andrieux.—Rue Gutenberg, Rennes (I.-et-V.).	G to
DK	Christiansen.—H. C. Christiansen & Cie.—Sto. Kongensgade, Copenhagen.	BD
US	Christie. <sup>1</sup> — <i>Christie Ironworks</i> ; Front Drive Motor Co.— <i>New York City</i> ; Hoboken, N.J.	1904 to D
US	Chrysler; (b) de Soto.—Chrysler Motor Co.—Le Détroit, Mich.; Evansville, Ind.	Chrys. 1923; de Soto 1928 to date
US	(i) Church.—Church Mfg. Co.—Adrian, Mich.	1902–1903
US	(ii) Church.—Church M.C. Co.—Le Détroit.	1913–1914
US e	Church-Field.—Church-Field Electric Co.—Sibley, Mich.	1911–1913
GB	Churchill.—Durham, Churchill & Co.—Trent Street, Attercliffe; Chambers Lane, Grimesthorpe, Sheffield.	BD
F	C.I.D. <sup>2</sup> —Société C.I.D. (jadis Cottureau); Constrns. Industrielles Dijonnaises—1, Rue des Lentillères, Dijon.	1912–1930
CH	C.I.E.M. <sup>3</sup> —Compagnie d'Industrie Electrique et Mécanique.—Genève.	1902–1915
F pe	La Cigogne.—Louis Clément.—134, Ave. Malakoff, Paris (16me).	1922
US s	'Cincinnati'.—Cincinnati Automobile Co.—(Ohio—807/809, Race St.)	1903 to
US	'Cino'.—Haberer and Co.—Cincinnati, O.	1909–1912
GB	Cintratt.—H. Cintratt, Ltd. (? 199, Piccadilly W.) (14).	BC
I	Cisitalia.—Cisitalia, S.p.A.—Mantoue; Turin.	1946 to date
D	Cito.—Cito-Werke, A.G.—Suhl (Thur.); Cologne-Klettenberg.	DG
F	Citroën (15).—Société Anonyme André Citroën.—117–167, Quai de Javel; R. Balard (XVe); Rue du Théâtre (Anc. usine Mors), Paris.	1919 to date
GB e	City & Suburban (16).—City & Suburban Electrical Carriage Co.—6, Denman Street, Golden Square, London.	1901–1904

<sup>1</sup> Early front wheel drive.

<sup>2</sup> Sans soupapes.

<sup>3</sup> De même que les voitures à essence Stella.

<sup>4</sup> Vide Autoar.

# CLARENDON—

GB	Clarendon.—Clarendon Motor Car & Bicycle Co., Ltd.—Earlsdon, Coventry.	1902 to C
US s	(i) Clark.—Edward S. Clark.—33, Chester Street, North Cambridge, Mass.	1900–1909
GB	(ii) Clark.—Chas. Clark & Son.—Retford, Notts.	1901
US	(iii) Clark.— <i>John D. Clark</i> ; Clark M.C. Co.— <i>Shelbyville</i> , (Ind.); Anderson, Ind.	1901–1912
US s	(iv) Clark.—Wm. G. Clark.—Harrison Sq., Boston.	B
US e	(v) Clark.—Brunn's Carriage Mfg. Co.—Buffalo, N.Y.	1906–1910
US	Clark-Carter (17).—Clark-Carter Automobile Co.—Jackson, Mich.	1900–1908
US	Clark-Hatfield.—Clark Hatfield Auto Co.—Oshkosh, Wis.	1908 to
US	Clarkmobile.—The Clarkmobile Co.—Lansing, Mich.	1903–1906
GB s	Clarkson. <sup>1</sup> —Deverell St., Great Dover St., S.E.	1899–1902
US	(i) Classic.—Classic M.C. Corp.—Chicago.	1917 to
F	(ii) Classic.—Compagnie Génle. des Voitures.—1, Place du Théâtre Français, Paris.	1927–1929
F	Claveau (18).—Automobiles Claveau.—Rue Alfred de Vigny, Paris (8e).	1926–1950
F	C.L.C. <sup>2</sup> —Cockborne, Lehucher et Da Costa.—165, Avenue d'Italie, Paris.	D
US e	Clear & Dunham.—Cleveland, Ohio.	1900–1905
GB	Cleaver.—Cleaver Brothers.—Howland Mews, Tottenham Court Road, W.	BD
GB e	Cleco.—Cleco Electric Industries, Ltd.—Foundry Sq., Leicester.	1935–1939
F	C.L.E.M.—Cie. Lyonnaise d'Etudes Mécaniques.—Cours Gambetta, Lyon.	D
F	(i) Clément; Bayard-Clément.—S.A. des Ets. Clément-Bayard.—Quai Michelet, Levallois; 57, Boulevard de La Saussaye, Neuilly (Seine).	1898 to H <sup>a</sup>
GB	(ii) Clement. <sup>4</sup> —Clement Motor Co., Ltd.—Coventry.	B to 1914
F	Clément-Rochelle.—Clément et Rochelle.—74, Rue de Paris, Clamart (Seine).	G to
F	Clesse.—Clesse & Cie.—91, R. Fazilleau, Levs.-Perret.	1908
US e	(i) 'Cleveland'.—Cleveland Machine Screw Co.—(Ohio).	1900
US	(ii) 'Cleveland'.— <i>Western</i> , Cleveland Motor Car Co.—(Ohio).	1902–1909
US	(iii) 'Cleveland'.—Cleveland Cyclecars.—(O.).	1913–1914
US	(iv) 'Cleveland'.—Cleveland Automobile Co.—(Ohio).	1919–1926
GB	Climax.—White & Poppe.—New George Street, Coventry.	1905 to C
US	Climber.—Climber Motor Corporation.—Little Rock, Ark.	1919–1923
US	Clipper.—The Studebaker-Packard Corp.—Le Détroit, 32.	1955 to date
US	Cloughley.—Cloughley Motor Vehicle Co.—Parsons, Kansas.	1902–1903
D	Club.—Club Automobilfbk., G.m.b.H.—Kr. Wilhelmstr., Niederschönhausen; 83, Wilmsdorferstr., Charlottenburg.	FG
GB	Ciuley.—Clarke, Ciuley & Co.—Globe Works, Well Street, Coventry.	1922–1928

<sup>1</sup> Afterwards Chelmsford.

<sup>2</sup> Sans soupapes.

<sup>3</sup> Acquis par Citroën.

<sup>4</sup> Made 3-cyls.

—COMET

GB	(i) Clyde. <sup>1</sup> —G. H. Wait, London Road; The Clyde Motor Co.—Queen Street, Leicester.	1899–1930
US	Clymer (19).—Durable M.C. Co.—St. Louis, Mo.	1908
GB	Clyno.—Clyno Engineering Co. (1922), Ltd.—Pelham Street, Wolverhampton.	1923–1930
I	C.M.N.—Costruzioni Meccaniche Nazionali.—Milan.	F
US	Coates-Goshen.—Coates-Goshen Auto. Co.—Goshen, N.Y.	1908 to
US s	Coats.—Coats Steamers, Inc.—Indianapolis, Ind.	—1922–
B	Cockerill.—John Cockerill (20).—Seraing, Liège.	1904 to C
US	Coey.—C. A. Coey.—Michigan Ave., Chicago, Ill.	1911–1914
F	Cognet-de-Seynes.—Automobiles Cognet-de-Seynes.—177, Route d'Heyrieux, Lyon.	F to 1928
F	Cohendet ( <i>ou l'Américaine</i> ).—A. Cohendet et Cie.—166, Quai de Jemmapes, Paris (10e).	1902–1925
US	Colburn. <sup>2</sup> —Colburn Automobile Co.—Denver, Colo.	1906–1909
US	Colby. <sup>3</sup> —Standard Motor Co.—Mason City, Iowa; Minneapolis.	1911–1914
F	Colda.—Automobiles Colda.—42, R. Legendre, Paris (XVII).	1921 to
US	Cole.—Cole Motor Car Co.—742, East Washington Street, Indianapolis, Ind.	1909–1925
US	Coleman. <sup>4</sup> —Coleman Four Wheel Drive Truck Co.—Denver, Colo.	1930 to
D	Colibri.—Norddeutsche Automobilwerke, G.m.b.H.—Hamelin.	CD
US e	(i) Collins.—Collins Electric Vehicle Co.—Scranton, Pa.	1901 to
US	(ii) Collins.—Collins Motors, Inc.—Huntington, L.I.	1920 to
F	'Colombe'.—Automobiles Colombe.—72, Rue des Gros-Grès, Colombes (Seine).	F to 1925
US e	(i) Colonial.—Colonial Elec. Car Co.—Le Détroit.	1912 to
US	(iii) Colonial.—Colonial Motors Co.—Boston, Mass.	1921–1922
I	Colorni.—G. Colorni.—6, Via Salnitro, Mantoue.	D
US	Colt.—Colt Runabout Co.—Yonkers, N.Y.	1907–1908
GB	Coltman.—H. Coltman & Sons.—Midland Ironworks, Loughborough.	C to 1920
US e	(i) Columbia.— <i>Electric Vehicle Co.</i> —Elizabethport, N.J.; Columbia & Electric Vehicle Co.—Hartford, Conn.	1898 to C (21)
US	(ii) Columbia.— <i>Electric Vehicle Co.</i> ; Columbia Motor Car Co.—Hartford, Conn.	1901 to D <sup>5</sup>
US	(iii) Columbia.—Columbia Motors Co.—Le Détroit.	1916–1925
US e,p	'Columbus'.—Columbus Buggy Co.—(Ohio).	1902 to D
D	Combi.—Combi Fahrzeugfbk., A.G.—Lichtenberg, Berlin.	F
GB	(i) Comet.—H. & S. Norfolk.—Tanners Hill, Deptford, S.E.	B
GBC	(ii) Comet.—Comet Motor Co., Ltd.—Philips Square, Montréal.	1907 to C
US	(iv) Comet. <sup>6</sup> —Comet Automobile Co.—Decatur, Ill.	1917–1922
GB	(vi) Comet.—Comet Car & Engin'g. Co., Ltd.—23, Johnston Road, W. Croydon.	1935–1938

<sup>1</sup> Vide Cigogne.

<sup>2</sup> 72 m.p.h. roadster, 1909.

<sup>3</sup> Underslung.

<sup>4</sup> F.W.D.

<sup>5</sup> Incl. Columbia-Knight, 1912.

<sup>6</sup> Also other U.S. cars.

# COMMANDER—

US	Commander (22).—Commander Motors Corpn.—New York.	1921–1922
US	Commonwealth. <sup>1</sup> —Commonwealth Motors Co.—Joliet, Ill.	1917–1922
US	Compound (23).—Eisenhuth Horseless Vehicle Co.—Middletown, Conn.	1903–1906
GB	Connaught.—Kenneth McAlpine.—Send, Surrey.	1949–1953
US	Conover.—Conover Motor Car Co.—Paterson, N.J.	1907–1908
US s	Conrad.—Conrad Motor Carriage Co.—1417, Majora Street, Buffalo, N.Y.	1900–1903
F	Constantinesco. <sup>2</sup> —G. Constantinesco.—27, Rue la Boétie, Paris.	1927–1928
US	(i) Continental.—Continental Automobile Co.—Knights-town; Martindale & Millikan.—Franklin, Ind.	1907–1914
US	(ii) Continental.—Continental Engine Mfg. Co.—Minneapolis, Minn.	1914 to
A	(iii) Continental.—Hofmann & Czerny.—Linzerstr., Vienne XIII.	F
US	(iv) Continental (24).—Continental Automobile Co.—Le Détroit, Mich.	1933–1934
GB s	(i) Cook.—C. and A. Cook.—Stockton Road, Sunderland.	B
GB	Cooper.—Cooper Car Co., Ltd.—78, Amphill Road, Bedford; Lythall's Lane, Coventry.	—1923–
US	Corbin.—Corbin Motor Vehicle Corp.—New Britain, Conn.	1903–1912
US	Corbitt.—Corbitt Auto Co.—Henderson, N.C.	1907–1912
US	Cord. <sup>3</sup> —Auburn Automobile Co.—Auburn, Indiana.	1929–1937
US	Corinthian.—Corinthian Motors Co.—Philadelphie.	1922 to
F	Corméry.—H. Corméry.—Billancourt (Seine); Baugé (Mne.-et-Loire).	1901 to C
F	Cornélia.—Desmottes, Garage du Buisson.—Rue du Boulevard, Marcq-en-Baroeul (Nord).	F to 1928
US	Cornelian.—Blood Bros. Machine Co.—Allegan, Mich.	1914 to
F	Cornilleau-Ste.-Beuve.—Cornilleau et Ste. Beuve.—12, Rue des Acacias, Paris (17e).	BD
D	(i) Corona.—Corona Fahrradwerke, A.G.—Brandebourg, Havel.	CD
GB	(ii) Corona.—Meteor Mfg. Co., Ltd.—98, Tollington Park, London, N.4.	1920–1923
GB	Coronet.—Coronet Motor Co., Ltd.—Far Gosford Street, Coventry.	1903 to C
F	Corre; "La Licorne". <sup>4</sup> —Sté. Française des Autos. Corre.—5, Rue Danton, Levallois; 37, Rue de Villiers; 12, Rue de Rouvray, Neuilly; 5–17, Rue Mathilde, and 160–176, R. Armand Sylvestre, Courbevoix.	1901 to date
US	Correja.—Vandewater & Co.—Elizabeth and Iselin, N.J.	1908–1915
B	(i) Cosmos.—Ateliers Cosmos.—Rue de l'Hôpital, Ostende.	D
US	Cotay.—Coffyn-Taylor Motors Co.—Columbus Circle, New York, N.Y.	E to 1921
US s	Cotta.—Cotta Automobile Co.—Lanark, Ill.	1901 to
F	Cottureau. <sup>5</sup> —Cottureau et Cie. (puis "C.I.D.")—2, Rue du Progrès; 1, Rue des Lentillères, Dijon.	1901 to C

<sup>1</sup> Vide Partin-Palmer.

<sup>2</sup> Very interesting transmission.

<sup>3</sup> Front-wheel drive.

<sup>4</sup> And Aéric conversion.

<sup>5</sup> Firent 3-cylindres.

F	Cottin-Desgouttes.—Cottin et Desgouttes.—7, Place du Bachut, Lyon-Monplaisir.	1904–1929 (25)
US	(i) Courier.—Sandusky Automobile Co.—Sandusky, Ohio.	—1904–
US	(ii) Courier.—Courier Car Co.—Dayton, O.	1909 to D
US	(iii) Courier.—Courier Motor Co.—Sandusky, Ohio.	1922–1924
US	Courier-Clement.—United States Motor Co.—New York, N.Y.	1912 to
F	Luc Court. <sup>1</sup> —Sté. des Ans. Ets. Luc Court et Cie.—88, Rue Robert, Lyon.	1899 to H
GB	Coventry-Victor. <sup>2</sup> —Coventry-Victor Motor Co., Ltd.—Cox Street, Coventry.	1926–1935
US	Covert.—Covert Motor Vehicle Co.—Lockport, N.Y.	1901–1907
GB	Cowey.—Cowey Engineering Co., Ltd. (26).—Archer Works, Kew Gardens.	1911–1915
F	Cozette.—Sté. de Mécanique Automobile René Cozette.—52, Rue Victor Hugo, Courbevoie (Seine).	1930
US	Craig-Toledo.—Craig-Toledo Motor Co.—Dundee, Mich.; Toledo.	1906–1907
GB	Crampin-Scott.—Crampin, Scott & Co.—Giltspur Street, Holborn Viaduct, London.	AB
US	Crane.—Crane M.C. Co.—Bayonne, N.J.	1912–1914
US	Crane and Breed.—Crane & Breed Mfg. Co.—Cincinnati, Ohio.	1912–1917
US	Crane-Simplex. <sup>3</sup> —Simplex Automobile Co.; Crane-Simplex Co.—New Brunswick, N.J.; Long Island City, N.Y.	1916–1925
GB	(i) Crawford.—Crawford Gear Co., Ltd.—Holbrook's Lane, Foleshill, Coventry.	1901
US	(ii) Crawford.—Crawford Automobile Co. (27).—Hagerstown, Md.	1905–1924
GB	Crawshay-Williams.—Crawshay-Williams, Ltd.—Ashtead, Surrey.	1904 to C
F	<i>p,e</i> Créanche.—1, Rue du Souvenir, Courbevoie (Seine).	AC
US	(i) Crescent.—Crescent Automobile Co.—New York, N.Y.	about 1902–1905
US	(ii) Crescent.—Crescent Motor Car Co.—Le Détroit, Mich.	1907–1908
GB	(iii) Crescent.—Crescent Motors, Ltd.—Smethwick, Birmingham.	1913–1915
US	(iv) Crescent.—Crescent M.C. Co.—Cincinnati, O.	1914–1915
US	(v) Crescent.—Mission M.C. Co.—Los Angeles.	1914–1915
F	Crespelle.—F. Crespelle.—23–25, Avenue Daumesnil, Paris (XIIe).	1912–1923
US	Crestmobile; Crest.—Crest Mfg. Co.—38, Portland Street, Cambridge, Mass.	1900–1925
US	Cricket.—Cricket Cyclecar Co.—Le Détroit.	1913–1915
GB	Critchley-Norris.—Bamber Bridge, Lancs.	1904–1907
F	Croissant.—Couverchel, Croissant et Cie.—55, Ave. des Chps. Els. (VIIe).	1922
US	<i>s</i> Crompton.—Crompton Motor Carriage Co.—Worcester, Mass.	about 1903–1905
US	Crosley (28).—The Crosley Corpn.—Cincinnati, Ohio.	1939–1950

<sup>1</sup> Cf. La Nympha.

<sup>2</sup> 3-wheeler.

<sup>3</sup> Succdg. Crane. \$10,000 chassis.



# CROSSLEY—

GB	Crossley.—Crossley Motors, Ltd.—Gorton, Manchester.	1904–1936
F	Crouan (29).—Sté. des Autoles Crouan.—57, Ave. de la Gde. Armée, Paris.	1901–1904
US s	(i) Crouch.—Crouch Automobile Mfg. and Transportn. Co.— <i>New Brighton, Pa.</i> ; Baltimore, Md.	1899–1900
GB	(ii) Crouch.—Crouch Cars, Ltd.—Tower Gate Works, Cook Street, Coventry.	1912–1928
US	Crow (30); Crow-Elkhart.—Crow/Crow-Elkhart M.C. Co.; Century Motors Co.—Elkhart, Ind.	1909–1925
GB	Crowden.—Crowden Motor Car Co.—Packington Place, Leamington.	1898, B
US e	Crowdus.—Crowdus Automobile Co.—211, East 57th Street, Chicago, Ill.	1901–1903
GB	Crowdy. <sup>1</sup> —Crowdy, Ltd.—West Heath Works, Northfield, Birmingham.	1910–1912
US	(ii) Crown.—Crown M.V. Co.—Amesbury, Mass.	1907–1908
US	(iii) Crown.—Crown M.C. Co.— <i>Louisville, Ky.</i> ; New Albany, Ind.	1914–1915
US	Crowther.—Crowther Motor Car Co.—Philadelphie; Rochester, N.Y.	DE
US	Crowther-Duryea.—Crowther Motor Co.—Rochester, N.Y.	1915–1917
GB	'Croxted'.—Croxted Motor & Engineering Co.—Croxted Road, Herne Hill, S.E.	1904, C
US	Croxton. <sup>2</sup> —Croxtton Motor Co.— <i>Cleveland, O.</i> ; Washington, Pa.	1910–1914
US	Cruiser (31).—Cruiser Motor Car Co.—Madison, Wis.	1918–1919
GB	Crypto.—Crypto Engineering Co., Ltd.—29, Clerkenwell Road, London, E.C.	BC
E	La Cuadra.—Barcelone.	1900–1901
GB	Cubitt.—Cubitt's Engineering Co., Ltd.—Southern Works, Aylesbury.	1920–1925
D	Cudell.—Cudell Motoren Gest.— <i>Am Schlachthof, Aix-la-Chapelle</i> ; Charlottenburg.	1901 to D
GB	'Cumbria'.—Cumbria Motors, Ltd.—Cockermouth.	1914
GB	Cummikar.—Sydney G. Cummings & Wright.—Britannia Road, Walham Green, S.W.	1914–1915
US §	Cummins. <sup>3</sup> —Cummins Engine Co.—5th Street and Wilson Street, Columbus, Ohio (32).	1930
GB §	Cundall. <sup>3</sup> —R. Cundall & Sons, Ltd.—Shipley, Yorks.	1902 to
US	(i) Cunningham.—Jas. Cunningham, Son & Co.—Canal Street, Rochester, N.Y.	1911 to G
US	(ii) Cunningham (33).—Cunningham Sports Cars.—Palm Beach, Floride	1950 to date
US	Cutting.—Clark-Carter Auto Co.—Jackson, Mich.	1909–1912
US	C.V.I.—C.V.I. Motor Car Co.—Jackson, Mich.	1907–1908
F	C.V.R.—Automobiles C.V.R.—5, Quai de Boulogne, Boulogne s/Seine.	1907
F	Cyclope (34).—Daniel Augé et Cie.—92, Rue des Arts, Levallois (Seine).	1900 to B
D	Cyklon (and Schebera).—Cyklon Automobile Vertriebs Gest.—Mylau (Vogtland); Salzufer, Charlottenburg.	AG

<sup>1</sup> Succdg. Weigel.

<sup>2</sup> Succdg. Keeton.

<sup>3</sup> Heavy oil.

## KEY TO NUMBERED COMMENTARY

- 1 Trial models earlier. La Salle, 1927-1940.
- 2 Bar of steering tiller pointed in direction of travel.
- 3 Three-wheeler of doubtful origin.
- 4 Had two separate 4-cyl. 35 h.p. engines. A French venture, the 'Desmoulins, favoured this crude system, but the two engines were of different power. See Quadrant, (ii) Washington.
- 5 La première autole suédoise, paraît-il.
- 6 Incl. S.C.A.T., with which the brothers have been involved, amongst other makes. See Newton. Giovanni, form. S.C.A.T. manager, said to have formed own company in 1919—Matteo appy. from earlier date.
- 7 De même que Crouan, avait 5 vitesses et marche AR.
- 8 Gear change assisted by indicator lamp.
- 9 C.-à-d., prise par cardan. Moteur Buchet.
- 10 All-round lubrication at a single pressure (1926).
- 11 But memorial to famous hollow tree, where Charter of 1662 was hidden, is about 9 miles away, at Hartford.
- 12 Other addresses: Flint, Van Nuys, Tarrytown, St. Louis, Norwalk, Bay City, Oakland, Fort Worth and Toledo.
- 13 Also early name for (ii) Pan-American, when at Chicago.
- 14 Addr. doubtful. ? Same as Corrie.
- 15 Once the light car of the masses. Now a front-wheel-drive endeared to Parisian gangsters since the hold-up of the Pari-Mutuel car on Rte. Natle. 14, on Feb. 11th, 1945.
- 16 Once fashionable electric brougham.
- 17 "Clarke-Carter" (Miller; Glasscock) incorrect?
- 18 Modèle de 1947 avait refroidissement spécial à air comprimé.
- 19 A 12 h.p. car limited to 30 m.p.h. and solid tyres in 1908. Floyd Clymer has never seen one.
- 20 Quoique cette maison prétende n'en rien savoir. La marque aurait été succédée par Nordenfelt, mais là aussi il y a grand mystère.
- 21 1896 productions were by the Pope organization.
- 22 Also name for model of Studebaker.
- 23 *I.e.* two high-pressure and one low-pressure cyl. = 60 h.p.
- 24 Also English name (1904) for imported *p* Gautier-Wehrle, and current Ford production.
- 25 Mais un modèle, dont un éditeur allemand donne l'illustration, prétend être de 1933.
- 26 They made an interesting gear-change indicator.
- 27 They had made an electric bicycle for 1895 Exhibition.
- 28 2-cyl. air-cooled. U.S.A.'s only recent small car until Bobbi-Kar. Later style—see Hotshot.
- 29 6 h.p. had 5 forward speeds; 16 h.p. had pneumatic gear-change.
- 30 Designated (? 1909/10) Black Crow when handled by Black Manfg. Co.
- 31 Convertible into camping-out tent. "Crusier" incorrect.
- 32 "Columbus, Indiana" believed to be incorrect.
- 33 Also name of a *s* lorry, 1900-1907.
- 34 Ainsi dénommé à cause du seul phare centralisé (de même que Garford et (ii) Briscoe).

## C—GENERAL NOTES

### ADDITIONS

*(cases where abbreviated entries are necessitated or deemed adequate)*

- F: (ii) Caban, G; César 1906; Coccinelle <sup>1</sup> 1949; La Confortable 1901; *e* Contal <sup>2</sup> 1903; (iii) Corona (12-cyl.) 1920; Cotière 1902; Cupelle 1904/1908.
- GB: Carrick 1920; C.C.C., 1907; Chatsworth 1903; Chiltern 1920; Chriton <sup>3</sup> 1904; Corrie, BC; (ii) Cosmos 1920; (i) Crown 1903.
- GBC: C.M.S.—(first Canadian car) 1898.
- US: 'California'—(i) 1901/03, (ii) 1912 (both San Francisco), (iii) 1914, (iv) 1920 (both Los Angeles); Californian 1922; Calvert 1927; *s* Capitol 1902; Carhartt 1911; Carrison 1908; Cartermobile 1924; Casco 1925/26; Cato 1907; Cavalier 1927; Caward-Dart 1924; Century Tourist 1901; (ii) Chadwick 1911/16; Champion—*e* (i) 1899, (iii) 1909; Charter Mixed Vapor (*i.e.* petrol and water) 1903; Chicago Motor Buggy 1908; (iv) 'Chicago' (cycl.) 1914; Christopher <sup>4</sup> 1908; Clapp's Motor Carriage 1898; Clarkspeed 1928; 'Cleburne' (Tex.) 1912; Clendon 1908; Clermont—(i) 1903, *s* (ii) 1922; 'Clinton' 1923; Club Car 1911; (ii) 'Clyde' (O.) 1919; Cogswell 1912; Collinet 1922; (ii) Colonial 1917; (vii) Comet <sup>5</sup> 1946/47; Commodore <sup>6</sup> 1921; 'Concord' 1916; 'Connersville' (Ind.) 1914; Consolidated 1904; (ii) Cook 1908; Corl 1911; Corwin 1905; Cosmopolitan 1907; Country Club 1904; C.P. 1908; Craig-Hunt 1920; Criterion 1912; Crock 1909; *s* Cross 1897; Crusader 1923; Cucmobile 1907; Cull 1901; Culver 1905; Curtis 1921; Custer 1921; Cyclemobile 1920; Cycleplane 1914.

### GENERAL NOTES

C.A.B.—name for l'Automobilette. (ii) C.A.R.—same as (ii) Cosmos. CARDE, CEMSA—voir Motobloc, Caproni. CENTAURE FUT UNE PANHARD DE 1902. C.G.V., CHARETTE, CLIFT, COLES—voir Charron, Coventry Bollée, Clift, Belle. COMÈTE, CORVETTE, COVENTRY-PREMIER, COWLEY—names for 1951 French Ford, current Chevrolet, (iii) Premier, variety of Morris. CREMORNE (named after 18th-century pleasure gardens)—appy. name for *s* Capel. CROWN ENSIGN, CROWN MAGNETIC—see Ensign, (i) Magnetic. CYCAR—variety of Parnacott.

<sup>1</sup> *i.e.* "Ladybird".

<sup>2</sup> Ne se rapporte pas au changement de vitesses électrique Cotal.

<sup>3</sup> First English light 4-cyl.

<sup>4</sup> See also (i) Triumph.

<sup>5</sup> 3-wheeler.

<sup>6</sup> Also name for model of Studebaker.

# D

*A Key to the Numbers in Brackets (1-15), Additions (cases where abbreviated entries are necessitated or deemed adequate) and General Notes may be found on page 59*

US	D.A.C.—Detroit Air-Cooled Car Co.—Le Détroit.	1923 to
US	Dagmar.—Crawford Automobile Co.—Hagerstown, Md.	1923-1926
D	(i) Daimler.—Daimler Motoren Gest.—Cannstatt; Unterturckheim.	1885 to date (1)
GB	(ii) Daimler.—Daimler Motor Co., Ltd.—Cotton Mills; Sandy Lane, Coventry.	1895 to date
D	D.A.K.—Deutscher Automobil Konzern.—4, Trondliring, Leipzig.	FG
GB	Dandy.—Elias Sumner.—135, Hart Street, Southport, Lancs.	1922-1925
US	(ii) Daniels.—Daniels Motor Car Co.—Reading, Pa.	1915-1925
B	Danneels.—Danneels et Cie.—Rue des Remouleurs, Ghent.	BD
US	Dan Patch (incl. Savage).—M. W. Savage Co.—Minneapolis.	1911-1912
B	d'Aoust.—Automobiles J. d'Aoust.—208, Chaussée de Gand, Berchem St. Agathe.	EG
US	Darby.—Darby M.C. Co.—de Baliviere Ave., St. Louis.	1909-1910
US e	(i) Darling.—Beardsley & Hubbs Mfg. Co.—Shelby, Ohio.	1901-1902
US	(ii) Darling.—Darling Motor Co.—Dayton, Ohio.	1917 to
F	Darmont-Morgan. <sup>1</sup> —R. Darmont.—27, Rue Jules-Ferry, Courbevoie.	FG
F	Darracq (2).—Société A. Darracq, Usines "Perfecta", Place Eugène Sue, Suresnes; Automobiles Talbot.—33, Quai du Général Galliéni, Suresnes.	1896 to date
US	Darrin.—H. A. Darrin Automotive Design.—Los Angeles, Californie.	1946 to date
US	Dart (or Dartmobile).—Dart Manufg. Co.—Waterloo, Iowa.	1922
B	Dasse.—Automobiles Gérard Dasse.—11, Rue de Battice, Verviers.	1903 to G
JAP	Dat Sun.—Jidosha Seizo Kabushiki Kaisha.—Yokohama, Koyasu; Nissan Motor Co., Ltd.—Yokohama, Tokio.	1929 to date
D	Daust und Perst.—Kleinautofbk.—Hambourg.	F
F	d'Aux. <sup>2</sup> —R. d'Aux (cyclecars)—12, Rue Chauveau-Lagarde, Paris (8e).	F
US	(i) Davis.—Geo. W. Davis Motor Car Company.—Baltimore, Md.; Richmond, Indiana.	1908-1928
GBC	(iii) Davis.—Davis Dry Dock Co., Ltd.—Kingston, Ontario.	1924
US	(iv) Davis.—Davis Motorcar Co.—Van Nuys, Californie.	1947-1949
GB	Davy.—Davy Engineering, Ltd.—Blake Street, Hulme, Manchester.	-1911-
US	(i) Dawson.—Dawson Car Co.—Chicago.	1900-1905 <sup>3</sup>

<sup>1</sup> Water-cooled Morgan 3-wheeler.

<sup>2</sup> à vitesses variables.

<sup>3</sup> Most lists say com. 1904.

# DAWSON—

GB	(ii) Dawson.—Dawson Car, Ltd.—Coventry.	1920–1921
GB	Day-Leeds.—Job Day & Sons, Ltd.—Beeston Royds Works, Leeds.	1913–1925
US	Day Utility.—Day Automobile Co.—Le Détroit, Mich.	1911–1914
US	<i>e</i> (iii) 'Dayton'. <sup>1</sup> —Dayton Electric Car Co.—(Ohio.)	—1911—
GB	(iv) Dayton. <sup>1</sup> —Charles Day Manufacturing Co., Ltd.—1, Stebbing Street, Latimer Road, London, W.11.	1922
F	D.B.—Deutsch et Bonnet.—Champigny s/Marne (Seine).	1947 to date
F	D. et B.—Cie. des Autos. David et Bourgeois.—16–18, Rue Watteau, Paris (13e).	1902
US	Deal.—Deal M.V. Co.—Jonesville, Mich.	1908–1911
GB	Deasy.—Deasy Motor Car Mfg. Co., Ltd.—Parkside, Coventry.	1906–1911
F	de Bazelaire.—F. de Bazelaire, S.A.—6, R. Gager-Gabillot, Paris (15e).	1904–1928
I	de Benedetti; F.O.D.—Fonderie de Benedetti.—Turin.	F to
B	de Boeck.—de Boeck Frères.—Rue de Grammont, St. Pierre Capelle.	D
F	de Boisse.—J. de Boisse.—38, Rue Chanzy, Paris.	1901–1904
F	Decauville.—Société Decauville. <sup>2</sup> —Petit-Bourg; Corbeil (S.-et-O.).	1898–1910
F	de Cézac.—Automobiles de Cézac.—61, Rue Victor-Hugo, Périgueux (Dordogne).	FG
B	Dechamps (3).—Ateliers H. P. Dechamps.—31, Rue Frère Orban, Bruxelles.	AC
US	Decker.—Decker Automatic Telephone Exchange Co.—Owego, N.Y.	1902–1903
B	de Cosmo.—de Cosmo et Cie.—Rue de la Vieille Montagne, Liège.	BD
F	de Diétrich.— <i>de Diétrich et Cie.</i> ; Sté. Lorraine des Anciens Ets. de Diétrich et Cie.— <i>Lunéville, Lorraine</i> ; Route de Bezons, Argenteuil (S.-et-O.).	1896 to K
F	de Dion.—de Dion, Bouton et Cie.—36, Quai National, Puteaux, Paris.	1883–1948
GB	Deemster. <sup>3</sup> —Ogston Motor Co., Ltd.—Victoria Road, Acton, W.	1914–1924
US	Deere.— <i>John Deere Plow Works</i> ; Deere-Clark Motor Car Co.—112, Black Hawk Avenue, Moline, Ill.	1906–1909
US	Deering Magnetic.— <i>Deering</i> , Magnetic Motors Corp.—Chicago.	1918–1919
F	Deguingand.— <i>Vinot et Deguingand</i> .— <i>Nanterre</i> ; Sté. des Nouveaux Ateliers A. Deguingand.—16, Rue Jean-Jaurès, Puteaux (Seine).	B to H
D	Deka.—Deurer & Kaufmann.—Barkhof, Hambourg.	D
F	Delacour. <sup>4</sup> —Voiturettes Delacour.—Paris.	1914; 1920
F	Delage.—Delage et Cie.—138, Boulevard de Verdun, Courbevoie (Seine).	1906 to date
F	Delahaye.— <i>L. Desmarais et Morane, Tours</i> ; Sté. des Automobiles Delahaye.—10, Rue du Banquier, Paris.	1896 to date
F	Delamarre-Debouteville.—Edouard Delamarre-Debouteville.—Fontaine-le-Bourg, Rouen.	—1882—

<sup>1</sup> *Vide* also Stoddard-Dayton.

<sup>2</sup> Famous locomotive firm.

<sup>3</sup> Form. Wilkinson. ? also US lorry 1923.

<sup>4</sup> *Prise par disque*.

—DE TAMBLE

F	de la Myre-Mory.—Ets. G. de la Myre-Mory.—65, Ave. du Roule, Neuilly (Seine).	D
GB	Delaney.—L. T. Delaney & Sons, Ltd.—103, Scrubs Lane, N.W.10.	1948
F	Delaugère.—Sté. Anon. des Ets. Delaugère, Clayette fres. et Cie.—89, Rue d'Illiers; 16, Faubg. Madeleine, Orléans (Loiret).	1901–1926
F	Delaunay-Belleville.—S.A. des Autos. Delaunay-Belleville.—Chantiers de l'Ermitage, St. Denis (Seine).	1903 <sup>1</sup> –1950
F	de Lavaud (4).—E. Sensaud de Lavaud.—179, Rue de la Pompe, Paris (16ème).	1927 to G
US	de la Vergne.—de la Vergne Refrigerating Machine Co.—New York, N.Y.	1895–1896
F	Delfosse.—Delfosse et Cie.—R. Dambon, Cambrai (Nord).	1922–1926
B	Delin.—Usines Delin.—Marché aux Poissons, Louvain.	AB
US s	Delling.—Delling Steam Motor Co.—West Collingwood, N.J.	1924–1927
GB	Dellow.—Dellow Motors, Ltd.—Alvechurch, Birmingham.	1948 to date
F	Delpeuch.—20, Rue Mogador, Paris (IXe).	1922–1924
I	de Luca.—Stâ. Anona. Fabbrica Automobili de Luca.—Arenaccia, Naples.	1907 to D
US	De Luxe.—De Luxe Motor Car Co.—Le Détroit.	1906–1910
F	de Marçay.—de Marçay et Cie.—100, Avenue de Suffren, Paris (15e).	F
US e	de Mars.—Cleveland, Ohio.	1905–1906
B	de Massez.—de Massez Frères.—Ensival-Verviers.	BC
B e	Demissine.—O. de Ruyter Demissine.—Bruxelles.	B
US	de Mot.—de Mot Car Sales Co.—Le Détroit.	1909–1911
GB	Dennis (5).—Dennis Bros., Ltd.—Onslow Street, Guildford, Surrey.	1901–1915
GB	de P.—The Deptford Company.—2, Evelyn St., Deptford; Alpha Road, S.E.	1914–1915
US	Derain.—Derain Motor Co.—Cleveland, O.	1910–1911
F	Derby. <sup>2</sup> —B. Montet.—27, Rue des Varebois, Courbevoie; 62, Ave. Jean-Jaurès, St. Denis.	1921–1936
D	'Der Dessauer'.—Anhaltische Automobil und Motoren-fbk., A.G.—Jonitz, Dessau.	BF
GB	Derek.—Derek Motors, Ltd.—Invicta Works, West Norwood, S.E.	–1926–
F	de Riancey. <sup>3</sup> —Sté. des Automobiles de Riancey.—3, Place Daumesnil, Levallois-Perret (Seine).	AB
US s	Derr (succeeding Stanley).—American Steam Auto Co.—West Newton, Mass.	1926 to H
US s,p	Desberon.—Desberon Motor Car Co.—New Rochelle, New York.	1901–1904
US	de Shaum. <sup>4</sup> —de Shaum Motor Synd.—Buffalo, N.Y.	1908
US	(i) de Soto. <sup>5</sup> —de Soto Motor Car Co.—Indiana Ave., Auburn, Ind.	1913–1915
US	de Tamble (6).—de Tamble Motor Co.—Anderson, Ind.	1908–1913

<sup>1</sup> First car 1901.

<sup>2</sup> Also name for imported Delin.

<sup>3</sup> Cylindre à 2 pistons.

<sup>4</sup> Incl. Seven Little Buffaloes.

<sup>5</sup> Succedg. Zimmerman. Vide Chrysler.

# DETROIT—

US	(ii) 'Detroit'.—Detroit Auto Vehicle Co.—Le Détroit (Mich.); Romeo (Mich.).	1904-1907
US e	(iii) Detroit Electric.— <i>Anderson Electric Car Co.</i> ; Detroit Electric Car Co.—Le Détroit.	1907-1923
US	(iv) Detroit Dearborn.— <i>Detroit Dearborn M.C. Co.</i> ; Huron Motor Co.—Dearborn, Mich.	1909—
US	(vii) 'Detroit'.—Detroit Chassis Co.—(Mich.).	1916
US	'Detroiter'; Briggs-Detroiter.—Briggs-Detroiter Motor Car Co.—Holbrook Avenue, Le Détroit, Mich.	1912-1915
D	Deutschland.—Motorfahrzeug-Fabrik Deutschland.— <i>I, Michaelbrücke</i> ; Hafenplatz, Berlin.	BD
D	Deutz.—Motorenfbk. Deutz., A.G.—Mulheimerstr., Deutz, Cologne.	DF
US	de Vaux.—de Vaux-Hall Motor Corp.—Grand Rapids, Mich.	1931-1932
I	de Vecchi.—de Vecchi & Cia.—2, Via Peschiera, Milan.	D
US	Dewabout.—Thos. B. Dewhurst.—Lexington, Ky.	1899
F	Dewald.—Charles Dewald.— <i>10, Rue du Débarcadère, Paris</i> ; 86-92, Rue Denfert-Rochereau, Boulogne-s-Seine.	1896 to G
GB	Dewcar.—D.E.W. Engineering Company.—Eynsford, Kent.	1913-1914
F	Dexter.—A. Faure.—R. de Toulon, Lyon.	1908-1910
F	D.F.P. <sup>1</sup> — <i>Doriot, Flandrin et Parant</i> ; Sté. de Constrn. Automobile "D.F.P."—165-169, Boulevard St. Denis; 20, Rue Jules-Ferry, Courbevoie (Seine); Amboise (l.-et-L.).	1906 to H
F	D.F.R. (Cyclecar).—Désert et de Font-Réaulx.—188, Ave. de Neuilly (Seine).	F
D	Diabolo (3-wlr.).—Diabolo Kleinauto G.m.b.H.—Adlerstr., Stuttgart.	FG
F	Diamant ("la Française").— <i>Hammond, Mouter et Cie</i> ; Sté. La Française.—11, Rue Brunel, Paris (17e).	BC
US	Diamond T. (7). <sup>2</sup> —Diamond T. Motor Car Co.—Chicago.	1905-1911
US	Diana (8).—Moon Motor Car Co.—St. Louis, Mo.	1925-1928
I	Diatto.—Società Anonima Autocostruzioni Diatto.—73, Via Venaria; 2, Via Fréjus, Turin.	1907-1930
E	Diaz y Grillo.—13-15, Pasaje Pagéo, Barcelone.	EF
GB	Dickinson; Morette—B. E. Dickinson.—Toledo Engineering Works, Birmingham.	1903-1905
F	Diederichs.—Sté. Anon. des Ateliers Diederichs.—Rue Poncottier, Jallieu, Bourgoin (Isère).	1902-1916
US	Dile.—Dile Motor Car Co.—Reading, Pa.	1914-1916
F e	Dinin.—Alfred Dinin.—49, Rue St. Ferdinand, Paris; Puteaux (Seine).	1904 to D
D	Dinos.—Dinos Automobilwerke, A.G.—Goeckestr., Berlin-Hohenschönhausen; 36-40, Oberlandstr., Berlin-Tempelhof.	F to date
US	Disbrow.—Disbrow Motors Corp.—Cleveland.	1917-1918
US	Dispatch (Valveless).—Dispatch Motor Car Co.—Minneapolis, Minn.; Indianapolis, Ind.	1911-1922

<sup>1</sup> S'appelait à meilleur titre Doriot-Flandrin.

<sup>2</sup> T. standing for Tilt.

—DRUMMOND

D	Dixi.— <i>Fahrzeugfbk. Eisenach</i> ; Dixi-Werke (now B.M.W.). —Eisenach; Gotha; Berlin-Schöneburg; Fürth (Bavière). Amal. 1929.	1902-1929
US	Dixie.—Dixie M.C. Co.—Frederic, Okla.	—1912—
US	Dixie Flier.—Dixie Manufacturing Co.—Vincennes, Ind.; Louisville, Ky.	1916-1923
D	D.K.W. <sup>1</sup> — <i>Deutsche Kraftfahrzeug-Werke, A.G.</i> ; J. S. Rasmussen A.G.—Berliner Chaussee, Spandau; Zschop- pauer Motorenwerke, Zschopau, Saxe.	1928 to date
US	D.L.G.— <i>A. L. Dyke</i> ; St. Louis Automobile & Supply Co. —1402, Pine St., St. Louis, Mo.	1906-1907
GB	D.L.M.—D.L. Motor Manufacturing Co.—Toll Street, Motherwell, N.B.	—1915—; —1920—
GB	D.M.C.—Dukeries (9) Motor Co., Ltd.—Worksop, Notts.	—1914—
US s	Doble.— <i>Abner Doble</i> ; Doble Steam Motors.— <i>San Fran- cisco</i> ; Harlan Street, Emeryville, Californie (? first car 1911).	1913-1930
F	Doctoresse.—Sté. Française d'Automobiles (Système Gaillardet).—41, Quai de Suresnes, Paris.	1899-1902
US	(i) Dodge.— <i>Dodge Brothers</i> ; Chrysler Motors Corpn.—Le Détoit.	1914 to date
US	(ii) Dodge.— <i>A. M. Dodge</i> ; Dodge M.C. Co.—Le Détoit.	1915-1916
GB	Dodson.—Dodson Motors, Ltd.; David Brown & Sons, Ltd.—Huddersfield.	C to 1913
GB	Dolphin.—Two-Stroke Engine Co., Ltd.—Shoreham, Sussex.	1907-1911
US	Dolson.—J. L. Dolson & Sons Auto Co.—Charlotte, Mich.	1904-1907
GB	Donne. <sup>2</sup> —Donne & Willans, Ltd.—27, St. John's Square, E.C.	B
F	Donnet. <sup>3</sup> —Sté. Anon. des Automobiles Donnet.—Nan- terre; 57, Rue de Villiers, Neuilly; Pontarlier.	C to 1933
D §	Dorner. <sup>4</sup> —Dorner Olmaschinen A.G.—Hanovre.	—1927—
US	Dorris.—Dorris Motor Car Company.—St. Louis, Missouri.	1902-1926
US	Dort.—Dort Motor Car Co.—Flint, Mich.	1915-1925
GB	Doru (10).—Brooks & Woollan.—Caversham Road, Reading.	C
GB	Dougill. <sup>5</sup> —A. Dougill & Co., Ltd.—36, Great George Street, Leeds.	1896-1898
GB	(i) Douglas.—Douglas Bros., Ltd.—Hanham Road, Kings- wood, nr. Bristol.	1914-1922
US	(ii) Douglas.—Douglas Motors Corpn.—Omaha, Neb.	1918-1922
US	Downing (Cycl).—Downing Cyclecar Co.—Cleveland, O.	1914-1915
GB	Downshire—As Chambers.	1904 to
US	(i) Dragon.—Dragon Automobile Co.—Philadelphie.	1906-1907
US	Drake.—Drake Motor & Tire Mfg. Co.—Knoxville, Tenn.	1921-1922
US	Drexel.—Drexel Motor Car Corporation.—Chicago.	1916-1917
US	Driggs.—Driggs Ordnance & Mfg. Corpn.—New Haven, Conn.; New York.	1921-1922
GB	(i) Drummond; North British—North British Manufactur- ing Co., Ltd.—Dumfries.	BC

<sup>1</sup> Front-wheel drive.

<sup>2</sup> ? In reality, Rochet-Schneider.

<sup>3</sup> Incl. Zédel.

<sup>4</sup> à gasoil.

<sup>5</sup> After 1898 cars were appy. imported—see Loidis.



## DRUMMOND—

US	(ii) Drummond.—Drummond Motor Car Co.—Omaha, Neb.	1915–1916
F	D.S.P.L.—Pierre d'Hespel.—Usines de Prêmesques, près Péranchies (Nord).	D
F	Dubois.—M. Dubois.— <i>Niort</i> (2-Sèvres); R. du Gazo-mètre, Tours.	B to 1910
US	Duck (11).—Jackson Automobile Co.—E. Main St., Jackson, Mich.	—1913—
D e,p	Duco.—T. F. Dunker & Co.—Barbarossastr., Berlin, W.30.	F
D,F	Ducommun.—Ducommun et Cie.—Mulhouse.	BC
US	Duer.—Chicago Coach & Carriage Co.—Chicago.	1907–1908
US	Duesenberg.—Duesenberg Motors Co., Inc.—Washing-ton Street and Harding Street, Indianapolis, Ind.	1920–1937; 1948
CH	Dufaux (12).—C. H. Dufaux et Cie.—Les Acacias, Genève.	B
F	Duhanot.— <i>Sté. Anon. Duhanot</i> ; Sté. l'Auto-Réparation.—7 R. Duranti, Paris (XIe).	1907 to D
GB	D. Ultra.—D.U. Manufacturing Co.—Charlotte Place, North Street, Clapham.	1915–1916
F	Dumas.—M. A. Dumas fils.—Champigny-sur-Marne (Seine).	1902—
GB	Dunalistair.—Dunalistair Cars, Ltd.—194, Birkin Avenue, Nottingham.	1926
B	Dunamis. <sup>1</sup> —Automobiles Dunamis.—40, Rue Neuve, Anvers.	F
GB §	Dunkley. <sup>2</sup> —Dunkleys.—Bradford Street, Birmingham.	1901 to C
US	Dunn.—Dunn Motor Works.—Ogdensburg, N.Y.	1914–1917
GB	Duo.—Duocars, Ltd.—30, Harrington Road, Kensing-ton, W.	1912–1914
GB	(ii) Duplex (13).— <i>Duplex Motor Engineering Co.</i> ; British Comml. Lorry & Engineering Co., Ltd.—Trafford Park, Manchester.	1919–1921
US	(ii) Dupont.—Dupont Motors, Inc.—Moore, Pennsylvanie; Springfield, Mass.; Wilmington, Del.	1920–1933
F	Dupressoir.—Paul Dupressoir.—Rte. de Valenciennes, Maubeuge (Nord).	about 1902–1912
US	Duquesne.—Duquesne Construction Co.—Buffalo, N.Y.; Jamestown, N.Y.	1903–1906
F	La Durance (Tricar).—L. Conchy.—Ave. de la Gare, Sisteron (B.-Alpes).	D
US	Durant (14).—Durant Motor Co. of Michigan.—Merrick Ave., Detroit; Lansing, Mich.	1921–1929
F	'Duret'.—Belvallette Frères.—21, R. Duret, Paris (16e).	BC
D	Dürkopp.—Dürkoppwerke A.G. <sup>3</sup> —Reinickendorf; Bielefeld.	1899–1928
US	Durocar.—Durocar Mfg. Co.—Los Angeles, Calif.	1907–1909
US	Duryea (15).—Chas. E. Duryea; Duryea Motor Wagon Co., Prospect Heights, Peoria.—Duryea Power Co., Waterloo, Iowa; River St., Reading, Pennsylvanie.	1895–1917
D	Dux.— <i>Polyphon-Werke, A.G.</i> ; Deutscher Automobil Kon-zern; Dux Automobil-Werke, A.G.—Wahren, Leipzig.	D to date
US	Dyke-Britton.—A. L. Dyke Auto. Supply Co.—Pine St., St. Louis, Mo.	1902–1904
F	d'Yrsan.—Raymond Siran, Cyclecars d'Yrsan.—111, Quai d'Asnières, Asnières (Seine).	1923 to G

<sup>1</sup> Greek for "power". "Puissance" en langue grecque.

<sup>2</sup> Compressed coal gas. First vehicle 1896.

<sup>3</sup> Jadis machines à coudre.

## KEY TO NUMBERED COMMENTARY

- 1 Daimler, Benz and Mercedes, now amalgamated, I propose to treat as "to date".
- 2 En France, se nomme mnnt. Talbot ou Talbot-Darracq. Avant 1900, fit des vtres. électriques.
- 3 S'écrit vraisemblablement de cette façon. Voir aussi Baudouin.
- 4 Volant spécial donnant effet de roue libre sans fluide. Etude très intéressante.
- 5 Still make motor fire-engines and lawn-mowers. Water-cooled brakes, 1901; live axle direct drive, 1902; famous worm drive, 1903.
- 6 Early model had cord pulley transmission, recalling Pennington at his best.
- 7 In this "brand" name, "T" stands for Tilt (C. A.). Still make lorries, and their 200 h.p. was biggest tractor in 2nd World War.
- 8 Also English importer's name for unidentified car—1901.
- 9 "District in Nottinghamshire containing several ducal seats."
- 10 Origin of name obscure. See Windora.
- 11 Curious four-seater with steering-wheel in rear compartment.
- 12 Plusieurs se firent chez Piccard, Pictet; fabricants aussi de la Motosacoche. Voir Marchand.
- 13 (?) The only 8-cyl. 10 h.p.
- 14 The lorry made in 1927 was also called Rugby.
- 15 One of the great names. First vehicle, 1893. One of the three existing in 1896 was a curiosity at Barnum and Bailey. Orig. Springfield, Mass.

## ADDITIONS

*(cases where abbreviated entries are necessitated or deemed adequate)*

- A: Denzel 1955.  
 B: Direct Gearless 1904/05.  
 D: Denn 1923; *pe* Dynamobil, BC.  
 DK: Dansk, B.  
 E: David (ex-bob-sleigh) 1909–1922.  
 F: de Bourmont 1894; Dechaux, Dolo<sup>1</sup> 1947; Delta, BD; Desmoulins (see Carter Twin-engine), K; La Diva 1902; Dolorès 1906; Ducroiset 1898; Dumont? 1912; Léon Dussek 1907.  
 GB: Doretti (sports) 1954.  
 I: *e* Dora 1909.  
 Jap: Daihatsu 1954.  
 US: Dalton 1911; (i) Daniels 1912; Darrow 1903; 'Davenport' (Iowa) 1902/03; (ii) Davis 1914; (ii) 'Dayton' (Ohio) 1909; de Cross (cycl.) 1914; ? Deemotor 1923; Defiance 1919; De Kalb<sup>2</sup> 1915; Delmore 1923; Deltal 1914; de Martini 1919; de Motte 1904; Denby 1922; de Shaw 1906; (i) 'Detroit' 1900; (v) Detroit Chatham 1912; s (viii) 'Detroit' 1922/23; Dey—(i) 1895, e (ii) 1917; Dial 1923; Diamond 1907; Diehl 1923; Differential 1921; Direct Drive 1919; Dixie Tourist 1908; Dixon 1922; Dodgeson 1926; Dodo (!) 1909; 'Dowagiac' (Mich.) 1908; (ii) Dragon 1921; Drednot 1913; Dudley 1914; (i) Duplex 1909; (i) du Pont 1915; Durable 1902; Dusseau (4-whl. dr.) 1912.

## GENERAL NOTES

DAIMLER BELGE, DAINA, (i) DAYTON—names for Germain, Siata's model of F.I.A.T., Stoddard-Dayton. DEMEESTER—*vide* Sinpar; but Mr. Field points out that the name occurs in the *Autocar* of 1905. DE ROVIN, D.L.C., DORIOT-FLANDRIN—*vide* Rovin, Stimula, D.F.P. DOVER, DYNA—names for (iii) Essex commercial, 1929, and 3 CV Panhard, 1946.

<sup>1</sup> Prise roues AV de quadrimoteur horizontal.  
<sup>2</sup> Presumably made at Dekalb, Ill.



*A Key to the Numbers in Brackets (1-6), Additions (cases where abbreviated entries are necessitated or deemed adequate) and General Notes may be found on page 64*

GB	(i) Eagle.—Eagle Engineering & Motor Co., Ltd.—Oakfield Road, Altrincham.	1901 to C
US	(ii) Eagle.—Eagle Auto. Co.—Rahway, N.J.	1905-1906
US	(iii) Eagle.—Eagle M.C. Co.—Middletown, Conn.	-1908-
US	(iv) Eagle.—Eagle Auto. Co.—St. Louis, Mo.	-1909-
US	(vi) Eagle.—Eagle Cyclecar Co.—Chicago.	-1914-
US e	(vii) Eagle.—Eagle Electric Automobile Co., Inc.—Le Détroit, Mich.	-1915-
US	(viii) Eagle. <sup>1</sup> —Eagle-Macomber Motor Co.—Sandusky, Ohio.	1917
US	(ix) Eagle.—Durant Motors, Inc.—New York City.	1924
US	(ii) Earl.—Earl Motor Car Co.—Kenosha, Wis.	1907-1909
US	(iii) Earl. <sup>2</sup> (form. Briscoe)—Earl Motors, Inc.—Jackson, Mich.	1921-1924
GB	'Eastbourne'.—Eastbourne Motor Works.—(6, Sussex Gardens.)	BC
US e,p	Eastman (1).—H. E. Eastman.—Cleveland, Ohio.	1899-1902
GB	Eastmead-Biggs or Velomobile.—Eastmead & Biggs.—32, Green Street, Blackfriars Road, S.E.; Christchurch Street East, Frome.	1901-1904
US e	Eaton.—Eaton Electric M. Carr. Co.—Boston.	1898
US	Eck. <sup>3</sup> —Boss Knitting Machine Works.—Elm and Reed Sts., Reading, Pa.	1903-1909
F	Eclair.— <i>Sté. Anon. des Constrns. d'Auto. l'Eclair</i> .—59, Rue la Boétie, Paris; Lebeau-Cordier.—71, Rue de Normandie, Courbevoie.	CF
F	(i) Eclipse.—Sté. des Autoles. and Moteurs Côte.—Pantin (Seine); St. Dizier (Hte. Marne).	1900 to E
GB	(ii) Eclipse.—Eclipse Engineering & Motor Co.—255, Earlsfield Road, Wandsworth, S.W.	1901 to
US s	(iii) Eclipse.—Eclipse Automobile Co.—Boston, Mass.	1901-1902
US	(i) Economy.—Economy Motor Buggy Co.—Kankakee, Ill.	1906 to
US	(ii) Economy.—Economy Motor Co.—Tiffin, Ohio.	1917-1919
US e	Eddy.—Eddy Electric Mfg. Co.—Windsor, Conn.	1902
US	(i) Edwards.—Edwards Motor Car Co.—Long Island, N.Y.	1912-1914
GB	E.E.C.C. (3-wheeler).—Electrical Engineering Construction Co., Ltd.—Seymour Wharf, Totnes, Devon.	1953-1954
D	Ego.—Ego-Werke, A.G.—Flugplatz, Johannisthal, Berlin.	FG
F	Egoïste.—Automobiles Egoïste.—Lille.	1909
F	E.H.P.—Etablissements H. Précloux.—10, Rue de l'Abreuvoir, Courbevoie (Seine); 4, Allée du Midi, La Garenne-Colombes.	1921-1927
D	Ehrhardt. <sup>4</sup> —Heinrich Ehrhardt, A.G.—Reichstr., Düsseldorf; Zella-Mehlis (Thur.).	DG

<sup>1</sup> Rotary 5-cyl.

<sup>2</sup> Also name for French car, 1902.

<sup>3</sup> Aftds. Boss.

<sup>4</sup> Voir Szawe.

US	Eisenhuth. <sup>1</sup> —Eisenhuth Horseless Vehicle Co.—Middletown, Conn.	1896
US	Elcar (and Mercer).— <i>Elkhart Carriage &amp; Motor Car Co.</i> ; Elcar Motor Co.—West Beardsley Avenue, Elkhart, Inda.	1909–1930
US	Elco.—Bimel Buggy Co.— <i>Sidney, Ohio</i> ; Indianapolis.	1915–1916
F	Eldin et Lagier.—Lyon.	AB
US	Eldredge. <sup>2</sup> —Natl. Sewing Machine Co.—Belvedere, Ill.	1903–1906
US e	Electra.—Electra Storage Battery Power Co.—Chicago.	1913–1915
F e	Electricar (cyclecar-électrique).—Couaillet.—77, Rue des Rosiers, St. Ouen (Seine).	F
E e	Electrociclo.—Electrociclos, S.A.—Barrio Chonta, Eibar (Guipuzcoa).	1946
F e	l'Electrocyclette (Cyclecar).—Applications Electro-Mécaniques.—148, Ave. du Roule, Neuilly s/Seine.	F
F pe	Electrogénia.—Sté. de Constrns. Electro-Mécaniques.—Levallois-Perret.	B
F e	Electrolette.—Cie. Parisienne des Voitures Electriques (Système Krieger).—35, Rue de Ponthieu, Paris (VIIIe).	AB
GB	(i) Electromobile ("B.E.C."); Powerful.— <i>British and Foreign Electrical Co.</i> ; British Electromobile Co., Ltd.—Juxon Street, Lambeth, S.E.	1901 to D (2)
GB e	(ii) Electromobile.—Electromobile, Ltd.—Prospect Works, Otley, Yorks.	EG
F e	l'Electromotion.—Société l'Electromotion.—54, Avenue Montaigne, Paris (VIIIe).	BD
US s	Electronic.—Simplex M.V. Co.—Danvers, Mass.	1901 to
F	Elfe (Cycl.).—Ateliers Defrance Frères.—Vierzon (Cher).	F
B	Elgé (i.e. "L.G.").—Lambin et Gendebien.—Houffalise.	1912–1914
US	Elgin.—Elgin Motor Car Corp.—Argo, Ill.	1916–1924
US s	(i) Elite.—D. B. Smith & Co.—Utica, N.Y.	1901
US	(iii) Elite.—Johnson Service Co.—Milwaukee.	1909
D e,p	(iv) Elite.—Elite-Werke, A.G.—(Electric cars: Zossenerstr., Berlin, S.W.29); Nossen; Brand, près Freiburg (Saxe); Ronneburg, Reichenbrand.	D to 1929
E	Elizalde.— <i>Biada, Elizalde y Cia</i> ; Fabrica Española de Automoviles Elizalde.—149, Paseo San Juan, Barcelona.	1914 to G
US	Elk.—Elk Motor Truck Co.—Charleston, Virginie Occidle	1913–1914
US	'Elkhart'.—Elkhart M.C. Co.—(Ind.)	B to 1909
US	Elliott.—W. L. Elliott.—Oakland, Cal.	1897–1899
US e	Ellis.—Triumph M.V. Co.—Chicago, Ill.	1901
US	Elmore (3).—Elmore Mfg. Co.—504, Amanda Street, Clyde, Ohio.	1900–1912
GB	Elswick.—Elswick Motor Co.—Walker Gate, Newcastle-on-Tyne.	1903 to C
GB	Elsworth. <sup>3</sup> —Elsworth Automobile Co.—28, Manningham Lane, Bradford.	B
US e	Elwell-Parker.—Elwell Parker Electric Co.—St. Clair Avenue, Cleveland, Ohio.	1909–1910
F	(ii) Elysée.—15, Rue Las-Cases, Paris (VIIe).	1922–1924

<sup>1</sup> See Compound.

<sup>2</sup> "Eldridge" believed incorrect.

<sup>3</sup> Cf. Ellsworth, of Keokuk, Iowa.

# EMERALD—

GB	Emerald.—Douglas S. Cox.—Selsdon Road, West Norwood, S.E.	1903 to C
US	(ii) Emerson.—Emerson Motors Co.—Kingston, N.Y.	1916–1917
US	E.M.F. (now Studebaker).—Everitt-Metzger-Flanders.—Le Détroit, Mich.	1908–1912
GB	Emms.—Emms Motors Co.—Walsgrave Road, Coventry.	1923
US	(i) Empire (State).—Empire State Automobile Co.—Cortland Street, Rochester; Katskill (N.Y.).	1898 to B
US s	(ii) Empire.—Empire Mfg. Co.—Sterling, Ill.	1901
US	(iv) Empire.—Empire Automobile Co.—29th Street, Indianapolis, Ind.	1914–1919
US	(ii) Empress.—Johnson Service Co.—Milwaukee.	1906 to
US	(iii) Empress.—Empress Motor Co., Ltd.—Stockport Road, Manchester.	CD
GB	Emscote.—Emscote Motor Co., Ltd.—Emscote Works, Warwick.	1920–1921
GB	(i) Endurance.—Endurance Motor Co., Ltd.—Coventry.	1899–1901
US s	(ii) Endurance.—Endurance Steam Car Co.—S. Flower St., Los Angeles.	1923–1924
GB	Enfield (4).—Enfield Autocar Co., Ltd.; New Alldays & Onions, Ltd.— <i>Hunt End Works, Redditch</i> ; Fallows Rd., Sparkbrook, Birmingham.	1906–1915
US	Enger. <sup>1</sup> —Enger Motor Car Co.—Gest St., Cincinnati, O.	1909–1917
s	Engström.—C. A. Engström.—Eskilstuna.	1896–1900
GB	Ensign; British Ensign.—Ensign Motors, Ltd.—15, Hawthorne Road, Willesden Green, N.W.	1914–1923
F	E.N.V.—E.N.V. Motor Syndicate, Ltd.—23, Rue St. Germain, Courbevoie (Seine).	C
D	Eos.—E. Rosinnek & Co.—72, Dorfstr., Heiligensee, Berlin.	F
F	Epalle.—Epalle et Cie.—Rue de Bizillon, St. Etienne (Loire).	D
GB	E.R.A.—English Racing Automobiles, Ltd.—Bourne, Lincs; Dunstable.	1935 to L
D	Erdmann; F.E.G.—Friedrich Erdmann.—Moltkestr., Gera (Reuss).	DF
GB	Eric (cycl.).—P. and C. Syndicate, Ltd.—16, Guildhall St., Northampton.	—1914—
GB	Eric-Campbell.—Vulcan Iron & Metal Works, Ltd.—Durdan Works, Southall.	1919–1926
GB	Eric-Longden.—Air Navigation & Engin'g. Co., Ltd.—Addlestone, Surrey.	1922–1927
US e	(i) Erie.—Erie and Sturgis.—Los Angeles.	1897
US	(ii) Erie.—Erie Motor Co.—Painesville, Ohio.	1916–1919
D	Ernst.—Ernst-Werke, A.G.—53/55, Gartenstr., Breslau.	F
B	Escol.—327, Rue de Namur, Châtelet, Belgique.	GH
I	Esperia.—Società Automobili Lombarda.—Bergame.	D
US	(ii) Essex.—Essex Motor Car Co.—Boston, Mass.	1906–1908
US	(iii) Essex.—Hudson-Essex Motors Co.—Le Détroit, Mich.	1917–1939
F	Etienne.—V. Etienne et Cie.—Rte. de St. Gilles, Nîmes (Gard).	D
D	Eubu.—Eubu-Werk.—Oederan (Saxe).	F

<sup>1</sup> Instantly transformable from 6- to 12-cylinder.

US	'Euclid'.—Euclid Automobile Co.—Euclid Ave. (5), Cleveland.	1907–1908
E	Eucort. <sup>1</sup> —Automoviles Eucort.—Calle Napoles, Barce- lone.	1946–1949
D	Eulitz.—Fahrzeugfabrik Eulitz.—42, Stettinerstrasse, Anklam (Pomeranie).	F
US	(ii) Eureka.—Eureka Motor Buggy Mfg. Co.—St. Louis, Mo.	1907 to
US	'Evansville'.—Evansville Auto. Co.—(Ind.).	1907–1909
US	Everitt.—Metzger Motor Car Co.—Mil'kee Ave., Le Détroit, Mich.	1909–1913
US	Everybody's.—Everybody's M.C. Mfg. Co.—Alton, Ill.	1908 to
US	Ewing.—Cleveland Auto Cab Co.—Geneva, Ohio; Cleve- land.	1908–1910
F	Exau.—Cyclecars Exau.—86, Rue Jouffroy, Paris (17e).	F
B	(i) Excelsior (6).— <i>A. de Coninck et Cie., Ave. de Tervueren, Bruxelles; Trooz (Liège)</i> ; Sté. Anon. des Autos. Impéria- Excelsoir.—Saventhem; Nessonvaux-lez-Liège.	1898–1932
US	(ii) Excelsior.—Excelsior Machine Co.—Buffalo, N.Y.	1899 to B
CH	(iii) Excelsior. <sup>2</sup> —Motorenfabrik Excelsior.—Zurich.	BF
D	Exor.—Automobilwerke Excelsior, G.m.b.H.—Mohren- str., Berlin, W.8.	F
D	Express.—Express <i>Fahrrad</i> Werke, A.G.—37, Luisen- strasse, Berlin; Neumarkt, près Nuremberg.	1901 to H
NL	Eysinck.—D. H. Eysinck.—Arnhemseweg, Amersfoort.	BF

<sup>1</sup> 2-seater, indep. suspension.

<sup>2</sup> *Vide* also Mascot, Bayliss-Thomas, Exor.

## KEY TO NUMBERED COMMENTARY

- 1 Clymer's Steam Scrapbook reports an *s* Eastman car.
- 2 Prev., I think, they must have imported from Kriéger.
- 3 Town abt. 20 miles distant. Made 2-cycle, incl. 3-cyl.
- 4 In 1921–26, Enfield-Allday, a daring experiment with radial 5-cyl. See Royal Enfield.
- 5 Once "the most beautiful street in the world".
- 6 Belgium's royal and luxury car.

## ADDITIONS

*(cases where abbreviated entries are necessitated or deemed adequate)*

A: Elster, F.

DK: Ellimobil, D.

E: Euskalduna, 1924 to G.

F: l'Elégante 1906; (ii) Elite, B; Eole 1920; Eolia 1921; (i) Eureka 1900/01.

G.B. (v) Eagle 1914; *e* E.M.P., 1897; ? (i) Empress 1901 to .

US: Easton 1907; Economycar 1914; (ii) Edwards 1949 to date; E.H.V., 1903; Eichstaedt 1902; Elbert 1915; Elinore 1903; Elliot 1902; Ellsworth 1917; (iii) Elysee 1926; Emancipator 1909; (i) Emerson 1907; Emerson & Fisher 1896; (iii) Empire 1909/10; Engelhardt 1901; Engler 1914; Entyre 1911; Entz 1914; *s* (i) Essex 1901; (x) Eureka 1914; Excalibur J., 1952 to date.

## GENERAL NOTES

EISENACH, E.J.Y.R., ELECTROBAT, ERSKINE—*vide* Dixi, *s* Rutherford, Morris-Salom, Studebaker. ERBES—*see* (ii) Van, L.C.E.

*A Key to the Numbers in Brackets (1-4), Additions (cases where abbreviated entries are necessitated or deemed adequate) and General Notes may be found on page 70*

B	F.A.B. <sup>1</sup> —Fabrique Automobile Belge—50, Rue Destouvelles, Bruxelles.	1912-1914
GB	F.A.C.—Farman Automobile Co., Ltd.—Long Acre, London, W.C.	1903 to C
F	Facel-Véga.—Facel, Sté. Anon.—Pont-à-Mousson (M.-et-M.).	1954 to date
D	Fadag.—Fahrzeugfabrik Düsseldorf, A.G.—Kavalleriestr., Heerdt, Düsseldorf.	FG
D	Faf.—Franconia Automobilwerke, G.m.b.H.—Frankenhausen.	DF
D	Fafag.—Fahrzeug Fabrik, A.G.—Eschollbrückerstr., Darmstadt.	FG
D	Fafnir. <sup>2</sup> — <i>Aachener Stahlwaren Fabrik</i> ; Fafnirwerke A.G.—Jülicherstrasse, Aix-la-Chapelle.	1902 to date
US	Fageol (1).—Fageol Motors Co.—Oakland, Calif.	1916-1917; 1921
GB	Fairthorpe Atom. <sup>3</sup> —Fairthorpe Motors, Ltd.—Chalfont St. Peter	1954 to date
US	F.A.L.—F.A.L. Motor Co.—North May St., Chicago, Ill.	1909-1913
US	(iv) Falcon.—Halladay Motors Corpn.—Newark, Ohio.	1922-
D	(v) Falcon.—Falcon-Werke, A.G.—Sontheim, Heilbronn; Oberramstadt, près Darmstadt.	F to date
US	Falcon-Knight.—Falcon Motors Corpn.—Le Détroit, Mich.	1926-1928
D	Falke.—Fahrzeugfabrik "Falke", A.G.—Gladbach, Munich.	BD
I	F.A.M.—Fabb. Automobili e Motore per Marina.—Modène.	D
D	Fama. <sup>4</sup> —Fama Fahrzeug u Motoren Gest.—Friedrichsort, Kiel.	F
DA	Famag.—Famag Maschinen, G.m.b.H.—Breitgasse, Danzig.	FG
US	Famous.—Famous Mfg. Co.—E. Chicago, Ind.	1908-1909
US e	Fanning.—The F. J. Fanning Mfg. Co.—Chicago.	1902-1903
US	Farmack.—Farmack Motor Car Corpn.—Chicago.	1915-1917
F	Farman.—Automobiles Farman.—167/169, Rue de Silly, Billancourt (Seine).	1920 to H
US	Farner.—Farner M.C. Co.—Streator, Ill.	1922-1924
I	F.A.S.T.—Fabbrica Automobili Sport Torino.—18, Via la Loggia, Turin.	EG
F	Fasto.—Ateliers Mécaniques de St. Eloy—12, Ave. Michelet, St. Ouen (Seine).	1926 to H
I	FATA (replacing Junior).—Fabbrica Anonima Torinese Automobili.—250, Corso Peschiera, Turin.	FH

<sup>1</sup> Produit de Vivinus.

<sup>2</sup> Préal. Schwanemeyer.

<sup>3</sup> 3-wlr., 3-abreast cycl.

<sup>4</sup> Also heavy oil.



# FAUBER—

US	Fauber (aflds. Marr).—Fauber & Marr.—Elgin, Ill.	1900–1903
F	Faugère.—Sté. des Automobiles légères.—25, Rue des Mathurins, Paris (IXe).	B
D	<i>e,p</i> Faun.— <i>Fahrzeugfabriken Ansbach u. Nürnberg</i> ; Faun-Werke, A.G.—Ansbach (Bavière); Wächterstr., Nuremberg.	DG
F	<i>e</i> Faure. <sup>1</sup> —Pierre Faure.—Lyon.	1948
F	Favier.—Ateliers Favier.—Avenue de la Gare, Tullins (Isère).	G
A	Favorit (aflds. Braun).—Fahrradwerke A. Braun.—67, Rosensteing., Vienne.	1902 to D
GB	<i>s</i> Fawcett-Fowler.—Fawcett, Preston & Co., Ld.—York Street, Liverpool.	C
F,B	F.D.—32, <i>Avenue Verdi, La Madeleine (Nord) (France)</i> ; Chaussée de Bruges, Roulers, Flandre Ouest.	1923 to G
US	Fedelia (Cycl.).—Cleveland, Ohio.	1913–1914
US	<i>s</i> (i) Federal.—Federal Motor Vehicle Co.—81, Willoughby Street, Brooklyn, N.Y.	1902–1905
US	(ii) Federal.—Federal Automobile Co.—Chicago; Rockford Automobile & Engineering Co.—Rockford, Ill.	1907–1909
A	Felber.—Wienerbeiwagenfbk. Felber & Co.—Vienne, Autriche.	to date
E	Fénix.—Domingo Tamaro.—Barcelone.	1901–1904
GB	(i) Fergus.—J. B. Ferguson, Ld.—Chichester Street, Belfast.	1916
US	(ii) Fergus.—Fergus Motors of America.—Jelliffe Ave., Newark, N.J.	1917–1922
F	Féron et Vibert.—Rue du Faubg. de Reims, Soissons (Aisne).	1905–1908
I	Ferrari. <sup>2</sup> —Stabilimenti Ferrari.—Modène.	1947 to date
US	Ferris.—Ohio Motor Vehicle Co.—Cleveland, Ohio.	1920–1922
I	F.I.A.L.—Fabbrica Italiana Automobili Legnanesi; Ferrario e Rosa.—Legnano, Milan.	CD
I	FIAM.—Fabbrica Italiana Automobili Motori.—33, Via S. Ambrogio, Turin.	FG
I	F.I.A.T.—Fabbrica Italiana d'Automobili, Turin (Corso Dante, Via Nizza); Fiat, S.A.—Lingotto; Mirafiori.	1899 to date
B	F.I.F.—Automobiles F.I.F.—211/213, Chaussée St. Pierre, Etterbeck, Bruxelles.	D
I	Figini.—Luigi Figini.—16, Viale Volta, Milan.	BD
JAP	Fijioka.—Tokio.	FK
F	<i>s</i> Filtz.—Sté. des Moteurs et Voitures Automobiles Filtz.—13, Boulevard Maeshherbes, Paris.	B
US	Findley.—L. E. Ewing.—Cleveland, O.	1910 to
GB	Firefly.—Firefly Motor & Engineering Co.—72, High Street, Croydon.	1902 to C
US	Firestone-Columbus.—Columbus Buggy Co.—Columbus, Ohio.	1907–1915
D	(i) Fissner.—Gesellschaft Fischer.—Eisenbahnstr., Hassloch, Le Palatinat.	B
US	<i>pe</i> (ii) Fischer.—Fischer Motor Vehicle Co.—Hoboken, N.J.	1902–1904
I	F.J.T.A. or Junior.—Fabbrica Junior Torinese d'Automobili.—56, Corso M. d'Azeglio; 250, Corso Peschiera, Turin.	C to 1927

<sup>1</sup> Voir aussi Dexter.

<sup>2</sup> 12-cyls. de course, surtout.

F	F.L.—F. L. de la Fresnaye.—15, Rue du Débarcadère, Paris (17e).	1909–1915
	F.L.A.G.—Fabb. Ligure Automobili di Genova.—La Spezia.	1905–1907
US	(i) Flanders.—Flanders Motor Co. (then E.M.F. & Studebaker)—Le Détroit.	1910–1912
US e	(ii) Flanders.—Flanders Motor Co.—Pontiac, Mich.	1913–1914
F	La Fleur des Champs.—R. Wallut et Cie.—168, Boulevard de la Villette, Paris (Xe).	D
US	(i) 'Flint'.—Flint Automobile Co.—(Mich.)	1902–1904
US	(ii) 'Flint'.—Locomobile Company of America.—Flint, Mich.; Bridgeport, Conn.	1924–1927
I	Florentia.—Fabbrica d'Automobili "Florentia".—Florence.	BC
US	Flyer.—Flyer M.C. Co.—Le Détroit.	1913–1914
B	F.N.—Fabrique Nationale d'Armes de Guerre.—Herstal; St. Léonard; Coronmeuse (Liège).	1900–1939
F	Fonck.—Sté. des Automobiles René Fonck.—Fraisses-Unieux (Loire).	1921–
B	Fondu.—Automobiles Ch. Fondu.—Vilvorde, Bruxelles.	1906–1912
US	Ford (2).—Ford Motor Co.—Glassmere, Penn.; Green Island, Buffalo, N.Y.; Iron Mountain, Mich.; Lincoln, Ill.; Highland Park, Ill.; River Rouge, Mich.; Hamilton, Ohio; Flat Rock, Détroit, Mich.	1903 to date
GB	(i) Forest. <sup>1</sup> —Forest Car Co.—Almonds Green, West Derby, Liverpool.	1907–1916
US	(ii) Forest.—Forest Automobile Co.—St. Louis, Mo.	1908–
GB	Forman.—Forman Motor Manufacturing Co., Ltd.—Day's Lane and Payne's Lane, Coventry.	BC
GBC	(i) Forster.—Forster Motor Car Mfg. Co.—Montreal.	1920, F
GB	(ii) Forster.—Forster Light Cars, Ltd.—Grosvenor Road, Richmond, Surrey.	1922
D	Fort.—Fort Fahrzeug A.G.—Dornhaldenstr., Stuttgart.	F
US	Fort Pitt.—Fort Pitt Mfg. Co.—New Kensington, Pa.	1908–1909
US s,e	Foster.—Foster Automobile Manufacturing Co.—297, State Street, Rochester, N.Y.	1898–1905
US	(i) 'Fostoria'.—Fostoria Motor Car Co.—(Ohio; not Oregon.)	1906–1907
US	(ii) 'Fostoria'.—Fostoria Light Car Co.—(Ohio).	1916–
F	Foullaron. <sup>2</sup> —G. Foullaron.—54, Rue de Villiers, Levallois-Perret.	AD
US	(i) Fournier (3).—Fournier Automobile Co.—Philadelphie, Pa.; Saratoga Springs, N.Y.	1902–1903
F	(ii) Fournier. <sup>3</sup> —Sté. Anon. des Ans. Ets. Fournier.—3, Rue Jean-Jaurès, Levallois-Perret (Seine).	1919–1924
F	(i) Fox.—M. L. van der Eyken.—Rue Perronet, Neuilly; 61 bis, Avenue Auguste Blanqui, Puteaux (Seine).	DF
US	(ii) Fox. <sup>4</sup> —Fox Motor Co.—7th Street and Grange Avenue, Philadelphie.	1921–1925
GB	Foy-Steele.—S.M.C. Syndicate, Ltd.—Hythe Road, Willesden Junction.	1913–1916

<sup>1</sup> Friction drive.

<sup>2</sup> Prise variable par courroie.

<sup>3</sup> Friction drive.

<sup>4</sup> Air-cooled.

# FRAM—

I	(i) Fram.—Stà. Anona. Fram (Fabbrica Rotabili Avantreni Motori).—2 Via Raggio, Gênes.	D
D	<i>e,p</i> (ii) Fram.— <i>Deutsche Elektromobil, G.m.b.H.</i> — <i>Graf Adolfstr., Düsseldorf</i> ; Fram Auto A.G.—Nürnbergerstr., Berlin, W.50.	DH
I	Francioli.—A. Francioli.—Pallanza, Novare. <sup>1</sup>	D
I	Franco.—Automobili Franco.—Sesto S. Giovanni, Lombardie.	D
F	Françon.— <i>Truelle et Cie.</i> —53-55, Ave. de St. Ouen, Paris (17e); 93, Ave. de Paris, Rueil (S.-et-O.).	1922 to H
US	Franklin. <sup>2</sup> —H. H. Franklin Manufacturing Co.—South Geddes Street, Syracuse, N.Y.	1901-1935
US	Frantz.—The Revd. H. A. Frantz.—Cherryville, Pa.	1901-
CH	Franz.—Automobilwerke Franz, <sup>3</sup> A.G.—Zurich.	G
US	Frazer-Miller.—Oscar-Lear Automobile Co.—Springfield; Columbus (Ohio).	1904 to C
US	Frazer.—Kaiser-Frazer Corp'n.—Willow Run, Mich.	1946 to date
GB	Frazer-Nash. <sup>4</sup> —Frazer-Nash Cars, Ltd.—Falcon Works, Isleworth, Middlesex; London Road, Kingston-on-Thames.	1924 to date
US	Fredonia.—Fredonia Manufacturing Co.—Youngstown, Ohio.	1902-1904
D	Freia.—Freia Automobil A.G.—Greiz (Vogtland).	FG
US	'Fremont'.—Fremont Motors Corp'n.—(Ohio.)	1922-1923
I	Frera.—Stà. Anona. Frera.—Via Carlo Alberto, Milan; Padoue; Rome; Turin.	D
GB	Frick.—A. Dougill & Co., Ltd.—36, Great George Street, Leeds.	1904
F	Frick et Françon.—Ateliers Frick et Françon.—18, Rue Fougues, Montpellier (Hérault).	F to 1928
DK	Fridensken.—H. C. Fridensken.—Roskildevej, Copenhagen.	BD
US	<i>s</i> Friedman.—Friedman Automobile Co.—236, Carroll Avenue, Chicago.	1900-1903
US	Friend.—Friend Motors Corp'n.—Pontiac, Mich.	1920-1921
SHS	Friese.—Kleinautowerk Friese & Co., Komm Gest.—Novo Mesto (Rudolfswerth).	F
US	<i>e</i> Fritchle (4).—Fritchle Auto & Battery Co.—Denver, Colo.	1907-1920
US	(i) Frontenac.—Abendroth & Root Mfg. Co.—Newburgh, N.Y.	1907-1909
US	(ii) Frontenac.—Steel-Frontenac, Inc.—Indianapolis, Ind.	-1922-
US	Frontmobile (frt.-w.-d.).—Safety Motor Co.—Grenloch, N.J.; Camden, N.J.	1917-1918
CS	Fross-Büssing.—Maschinenfbk. A. Fross-Büssing.—Bubnaerstr., Prague VII.	FH
US	F.R.P. (afterwards (ii) "Porter").—The Finley-Robertson-Porter-Co.—Port Jefferson, Long Island.	1914-1922 <sup>5</sup>
D	Fuldautomobil.—Gest. Fulda.—Wilhelmshafen	1950 to date
US	(i) Fuller.—Angus Automobile Co.—Angus, Neb.	1908-1909

<sup>1</sup> Drôle d'emplacement pour une usine, sur le Lac Majeur!

<sup>2</sup> Famous air-cooled example.

<sup>3</sup> Mntt. Brozincevic.

<sup>4</sup> Chain drive. Also Frazer-Nash-B.M.W.

<sup>5</sup> Porter from abt. 1919.

—FWICK

US	(ii) Fuller.— <i>Fuller Buggy Co.</i> ; Jackson Automobile Co.— Jackson, Mich.	1909–1911
D	Fulmina.—Fulmina-Werke, G.m.b.H.—Friedrichsfeld, Mannheim.	FG
US	Fulton.—Fulton M.C. Co.—New York, N.Y.	1908 to
US	F.W.D. <sup>1</sup> —(now comml. only)—Four Wheel Drive Auto. Co.—Clintonville, Wis.	1910–1912
US	Fwick.—Fwick M.C. Co.—Sioux Falls, S. Dak.	1912 to

<sup>1</sup> 4-wheel drive and steering.

## KEY TO NUMBERED COMMENTARY

- 1 13.5 litre luxury car at \$17,000.
- 2 Experimental cars 1894. First advertised as "Fordmobile". 4-cyl. of 1907 was \$500; of 1923, \$265; but an ill-advised 6-cyl. was \$2,800 (in 1906). Inestimable service has been rendered by this world-famed people's car, and its makers' plucky campaign against the patent monopoly. See Gatford, Matford.
- 3 Incorporating Searchmont. A short-lived venture of the famous driver while in the U.S.A.
- 4 100 miles to a charge—said to be the record for 1908 period.

## ADDITIONS

*(cases where abbreviated entries are necessitated or deemed adequate)*

B: Frenay, D.

GB: Fleetbridge 1904.

F: Fenouillet, La Fleurantine (3-wlr.), 1906; Fonlupt 1920/21.

H: Fejes 1926.

I: F.A.I.T., 1909; Florio, D; Fusi-Ferro 1949.

US: Facto 1920; Fairbanks-Morse 1909; Fairmount 1906; Falcon—(i) 1909, (ii) 1914; Farmobile, Fee, 1908; Fenton cycl. 1914; Fina Sport 1953 to date; (iii) Fischer 1914; Fish 1908; Flagler 1914; Flexbi 1904; Four Traction 1907; 'Frankfort' (Ind.) 1922; Fredrickson 1914; Freeman 1901; French 1913; Front Drive 1921; F.S., 1912.

## GENERAL NOTES

F.A.I.F.—early designation of Isotta-Fraschini. FALCAR—name for F.A.L. LA FAYETTE under letter L. F.E.G., FERNANDEZ—*vide* Erdmann, La Sirène. FIDES—said to be Italian-built Brasier. F.O.D.—*vide* de Benedetti. FOREST CITY—early name for Jewel, reason not known. It is the name of 9 towns in the U.S.A., and nickname for Cleveland. LA FRANÇAISE—*vide* Diamant. FRANCIA—se dit de la Ford convertie de feu M. H. Depasse, longtemps agent noté du Blvd. Gouvion-St. Cyr. FRANCONIA—*vide* Faf.

# G

*A Key to the Numbers in Brackets (1-11), Additions (cases where abbreviated entries are necessitated or deemed adequate) and General Notes may be found on page 76*

F	(i) Gabriel.—Gabriel Campana.—Place Martin-Nadaud, Paris (20e).	D
US	(ii) Gabriel.—Gabriel Carr. and Wagon Co.—Cleveland.	1912-1918
US	Gadabout Cycl.—Gadabout Motor Corpn.—New York; Newark, N.J.	1913-1915
US <i>s,p</i>	Gaeth.—Gaeth M.C. Co.—W. 25th St., Cleveland, Ohio.	1898-1911
GB	'Gainsborough'.—Gainsborough Motor Engineering Co., Ltd.—(Lincs.)	1902-1904
US	Gale.—Western Tool Works.—Prairie St., Galesburg, Ill.	1904-1907
F <i>e</i>	Gallia; Galliette.—Société l'Electrique, Sté. Anon.—17, R. Jean Goujon, <sup>1</sup> Paris.	1904 to D; 1920
GB	Galloway.—Galloway Motors, Ltd.—Heathhall, Dumfries, N.B.	1921-1928
GBC	'Galt'.—Galt Motor Co.—(Ontario.)	1913-1914
GB	Gamage (1).—A. W. Gamage, Ltd., Holborn, London.	B—1915
F	Gamma.—Sté. des Autos Gamma.—130, Blvd. St. Denis, Courbevoie (Seine).	F
F	G.A.R.—Gardahaut, Cyclecar "G.A.R."—Cité Nouvelle, 47, Rue de Paris, Clichy (Seine).	1922 to G
D	Garbaty.—Garbaty Auto-Werk.—Bingerstrasse, Binger-tor, Mayence.	FG
F <i>e</i>	Garcin; B.G.S.—Sté. de la Voiture Bouquet-Garcin-Schivre.—12, Ave. de Madrid, Neuilly (Seine).	1901-1906
F	(i) Gardner.—Frank L. Gardner.—9-11, R. Stendhal, Paris (XXe).	1898-1900
US	(ii) Gardner (2).—Gardner Motor Co., Inc.—Main Street and Rutger Street, St. Louis, Mo.	1919-1936
F <i>s</i>	Gardner Serpollet.—11, Rue Stendhal, Paris (3).	1889 to C
US	Garford (4).—Garford Manufacturing Co.—Elyria, Ohio.	1907-1914
GB <i>e</i>	Garrard & Blumfield.—Raglan Cycle Co.—Coventry.	-1894-
US <i>pe</i>	Gas-au-Lec (5).—Vaughn Machine Co.; Corwin Mfg. Co.—Peabody, Mass.	1905-1906
US	Gasmobile.—Automobile Company of America.—Marion, N.J.; Jersey City.	1900-1906
NL	Gatford. <sup>2</sup> —M. Gatsonides.—131, Zandvoortschelaan, Heemstede.	1948 to date
F	Gaud.—Gaud Frères, tricars et triporteurs.—Rue Hoche, Juvisy (S.-et-O.).	D
F	Gauthier; Avionnette.—Gauthier et Cie.— <i>La Garenne-Colombes</i> ; 13, Quai Henri-Chavigny, Blois (L.-et-Cher).	1902 to H
F <i>s,p</i>	Gautier-Wehrlé.— <i>Rossel Gautier et Wehrlé</i> ; Sté. Con-tinentale.—Paris.	1894-1898; p. 1899-1904
US	S. G. Gay.—The S. G. Gay Co.—Ottawa, Ill.	1914-1915

<sup>1</sup> Rue tristement célèbre.

<sup>2</sup> Dutch Ford sports car.

# GAYLORD—

US	'Gaylord'.—Gaylord M.C. Co.—(Mich.)	1911–1912
GB	G.B.—George Baets.—6, Wilton Mews, Belgravia, London, S.W.	1923–1924
US	(i) Gearless.—Gearless M.C. Co.— <i>Rochester, N.Y.</i> ; Pittsburgh, Pa.	1907–1908
US s	(ii) Gearless.—Gearless Motor Corporation.—117, Flanel St., Pittsburgh, Pa.	1921–1923
US e,s	G.E.C.—General Electric Co.—West Lynn, Mass.; Cincinnati, Ohio.	1898 to E
GB §	Geering. <sup>1</sup> —T. Geering & Son.—Rolvenden, Kent.	1899–1904
F pe	(i) G.E.M.—Sté. Génle. d'Autoles Electro-Mécques.—11, Quai National, Puteaux.	C
GB	(i) General.—General Motor Car Co., Ltd.—Commonside East, Mitcham.	1902 to C
US	(ii) General.—General Auto'le Co.—Cleveland, O.	1903–1904
US	'Genesee'. <sup>2</sup> —Genesee Motor Co.—Batavia, N.Y.	1911–1912
F	Génestin.—P. Génestin.—20, <i>Gde. Rue</i> ; Place Clavon, Fourmies (Nord).	F to 1928
US	(i) 'Geneva'.—Geneva Automobile & Manufacturing Co.—(Ohio.)	1901–1903
B	Genis.—Louis Genis.—Rue du Chevalier, Malines.	D
GB	George Eliot (6).—George Eliot Cycle & Motor Co., Ltd.—Coton Road, Nuneaton.	1904 to C
B	Gerkinet.—H. Gerkinet et Cie.—Rue Haute Marexhe, Herstal, Liège.	BD
B	Germain. <sup>3</sup> —S.A. des Ateliers Germain.—50, Rue de Trazegnies, Monceau-sur-Sambre.	1897–1930
US	Geronimo.—Geronimo Motor Co.—Enid, Oklahoma.	1917–1921
F	G.F.N.—Gautier et Frélat.—151, Ave. Jean Jaurès, Paris.	F
US	Ghent.—Ghent Motor Co.—Ottawa, Ill.	1917–1918
GB	Gibbons (7).—E. R. Gibbons.—Station Road, Chadwell Heath, Essex.	1920–1926
GB	Gilburt.—E. A. Gilburt.—26a, Gopshall St., Hoxton; Salusbury Road, West Kilburn, N.W.	BC
GB	Gilchrist.— <i>Samuel Gilchrist</i> ; Gilchrist Cars, Ltd.—Orchard Drive, Giffnock, N.B.	1920–1923
B	Gillet.—Motos. Gillet, S.A.—Rue Hayeneux, Herstal-lez-Liège.	GH
F	Gillet-Forest. <sup>4</sup> —Société Gillet-Forest.—23, Quai Carnot, St. Cloud (Seine).	1901 to C
GB	Gillett. <sup>5</sup> —British Ensign Motors, Ltd.—15, Hawthorn Road, Willesden Green, N.W.10.	1927–1928
GB	Gilyard.—E. Gilyard & Co.—76, Barkerend Road, Bradford.	1910–1914
GB	Girling (3-wlr.).—Girling Motors, Ltd.—Grosvenor Works, Bedford.	1913–1914
F	Givaudan.—Givaudan et Cie.—40, Rue Ste. Geneviève, Lyon.	B
F	Gladiator (puis Clément).—Société Gladiator.—76, Grande Rue, Pré St. Gervais, près Paris.	1896–1920

<sup>1</sup> Heavy oil.

<sup>2</sup> Batavia being head of Genesee County.

<sup>3</sup> Orig. "Daimler Belge".

<sup>4</sup> See Note on Horse Shoe.

<sup>5</sup> A £100 car.

—GRADE

US	Gleason.— <i>Kansas City Vehicle Co.</i> ; Bauer Machine Works.—Kansas City, Mo.	1910–1914
US	'Glide'.—The Bartholomew Co.—210, Glide Street, Peoria, Ill.	1903–1920
GB	(ii) Globe. <sup>1</sup> —Tuke & Bell, Ltd.—Carlton Engineering Works, High Road, Tottenham, N.	1913
US	(iii) Globe.—Globe Motors Co.—Cleveland, O.	1921–1922 (8)
GB	(i) Glover.—Glovers Motors, Ltd.—52/58, Woodhouse Lane, Leeds.	1913
US	(ii) Glover.—Possibly same firm as (i), but assembled in U.S.A.	1921
F	G.M.—G. Maindré.—158, Rte. de la Révolte, Levallois; Gendron et Cie. <sup>2</sup> —38, Rue Guersant, Paris (17e).	1924–1928
GB	G.N. (Godfrey & Nash).—G.N., Ltd.—East Hill, Wandsworth, S.W.; Etna Works, Bell Lane, Hendon.	1910–1928
CS	(ii) Gnom. <sup>3</sup> —Hückel, Kleinautowerk "Gnom".—Neutitschein (Moravie).	F
F	(i) Gnome.—Sté. des Moteurs Gnome.—49, Rue Laffitte, Paris (IXe).	BC
GB	(ii) Gnome.—Gnome Cars (afterwards "Nomad").—Elysium Place, Chelsea, S.W.6.	1926
F	Gobron. <sup>4</sup> — <i>Société Gobron-Brillé</i> , 13, Quai de Boulogne, Boulogne s/Seine; Automobiles Gobron.—140/146, Rte. de la Révolte, Levallois-Perret.	1898–1930
GB	Godiva.—Payne & Bates.—Foleshill, Coventry.	1901 to D
US	Goethe; Goethmobile.—Cleveland, O.	1902–
D	Goggomobil.—H. G. Isaria, A.G.—Dingolfing, Bavière.	1954 to date
D	Goliath.—Goliath-Werke.—Breisach; Brème.	G to date
GB	Goodchild.—T. B. Goodchild & Co.—Earl Street, Westminster, S.W.	1914–1915
US	Goodyear.—Goodyear Tire & Rubber Co.—Akron, Ohio.	FG
GB	Gordano.—Gordano Motor Co., Ltd.—3, Alma Vale Rd., Clifton, Bristol.	1947–1949
F	Gordine (3-wheeler).—52, Ave. des Ternes, Paris (XVIIe).	1928–1932
F	Gordini.—Autoles. Gordini.—69, Blvd. Victor, Paris (XVe).	1954 to date
GB	(ii) Gordon.—Gordon Armstrong.—East Riding Garage, Eastgate, Beverley.	1912–1917
GB	(iii) Gordon (3-wlr.) (9).—Vernon Industries, Ltd.—Bidston, Ches.	1954 to date
D	Görke.—Fritz Görke, Kleinautobau.—Wettinerstr., Leipzig.	F
D	Gottschalk.—Berliner Motorwagen Fabrik.—Tempelhof.	B
F	Goujon.—E. Goujon.—Neuilly s/Seine.	A to 1901
F	Goyon.—H. Goyon.—65, Avenue de la Bourdonnais, Paris.	B
F	G.R.—(espèce de Georges Richard)—(comme pour Gges. Richard).	D
US	Grabowsky.—Grabowsky Power Wagon Co.—Le Détroit.	1908 to
D	Grade (2-cycle).—Grade Automobilwerke, A.G.—Magdeburg (Austro-Grade at Klosterneuburg); Hohenschönhausen, Berlin; Bork.	DG

<sup>1</sup> Vide also Hitchon-Weller.

<sup>2</sup> Voir aussi T.A.M.

<sup>3</sup> Also name for Stoewer.

<sup>4</sup> Alias Teras; la culasse était à 2 pistons.



# GRÄF U. STIFT—

A	Gräf u. Stift.—Wiener Automobil Fabrik, A.G.—Weinberggasse, Vienne XIX/5.	DH
GB	Grahame-White.—The Grahame-White Co., Ltd.—Hendon Aerodrome.	1920–1924
US	Graham-Paige. <sup>1</sup> —Graham Paige Motors Corp.—West Warren, Le Détroit, Mich.	1927–1941
US	(i) Grand.—Grand Rapids Motor Truck Co.—Le Détroit.	1912–
CS	(ii) Grand.—Ceskomoravska-Kolben-A.G.—Prague VIII.	FH
US	Grant.—Grant Motor Car Corp.—Findlay and Cleveland (Ohio).	1913–1923
F	Jean Gras.—Sté. Anon. des Autos. Jean Gras.—16, Rue Louis, Lyon-Montchat.	FH
US	Graves-Condon.—Graves & Condon Co.—Amesbury, Mass.	1899–1903
US	Gray.—Gray Motor Corp.—Mack Avenue, Le Détroit, Mich.	1922–1925
GBC	Gray-Dort.—Gray Dort Motors, Ltd.—Chatham, Ontario.	1917–1924
US	Great Eagle.—United States Carriage Co.—Columbus, Ohio.	1911–1918
US	Great Southern.—Great Southern Auto Co.—3rd Ave., Birmingham, Ala.	1910–1914
US	Great Western.—Great Western Automobile Co.—Kalamazoo, Mich.; Peru, Ind.	1908–1916
F	(i) Grégoire.— <i>Grégoire et Cie.</i> ; Sté. Anon. des Autos Grégoire.—Bld. Devaux, Poissy (S.-et-O.).	1899–1924
F	(ii) Grégoire.—J. A. Grégoire.—S.A.A.E. Hotchkiss, St. Denis (Seine).	1945–1951
US	Greuter.—Holyoke Motor Works.—Holyoke, Mass.	1899–1903
D	Gridi.—Gridi Kraftfahrbau, G.m.b.H.—Schützenstr., Saulgau (Wttmbg.).	FG
F	Griffon (cycl.).—Sté. Anon. des Cycles Griffon.—40, Rue Louis Blanc, Courbevoie.	F
US e	Grinnell.—Grinnell Elec. Car Co.—Le Détroit.	1910–1915
F s, p	(i) Gros.—F. Gros.—17, Rue Paul Bert, Suresnes (Seine).	BD
F	(ii) Gros. <sup>2</sup> —C. F. Gros.—80, Rue Sadi-Carnot, Puteaux (Seine).	F
GB	Grose.—Grose, Ltd.—Gold Street, Northampton.	1899–1900
F	G.R.P.—G. et R. Paul.—76, Rue de la Croix-de-Nivert, Paris (15e).	1924–1928
I	Guaraldi.—G. Guaraldi.—Corso Adda, Lodi.	D
F	Le Gui. <sup>3</sup> —E. Nicolas et Cie.—Rue de Metz, Courbevoie (Seine).	1909–1916
GB	'Guildford'.—Griffith's Engineering Works.—(Surrey.)	1920
F	Guilick (avec S.U.P.).—G. Guilick et Cie.—32, Route de Valenciennes, Maubeuge (Nord).	1914 to G
F	Guillemin.—H. Guillemin et Cie. (en suite Le Gui, q.v.).	1905–1908
F	Guillierme.—Autoles. Guillierme.—Paris.	1906–1910
US	Gurley.—T. W. Gurley.—Meyersdale, Pa.	1900–1901
D	Gutbrod.—Gutbrod Motorenbau, G.m.b.H.—Plochingen, Forêt Noire.	1951 to date

<sup>1</sup> Succdg. Paige-Detroit. "Graham" after 1929.

<sup>2</sup> A 6 roues.

<sup>3</sup> Préal. Guy et Guillemin.

—GYROSCOPE

GB	Guy (10).—Guy Motors, Ltd.—Fallings Park, Wolverhampton.	1919–1925
F	Guyot.—Etabs. Albert Guyot et Cie.—31, Rue Petit, Clichy (Seine).	1927 to G
US	G.V.—General Vehicle Co.—Long Island City, N.Y.	1906–
GB	Gwalia.—Stanfield, Ltd.—Gwalia Works, Cardiff.	1922
GB	G.W.K. <sup>1</sup> —G.W.K. (Grice Wood & Keiller), Ltd.— <i>Home Works, Datchet, Bucks</i> ; Cordwallis Works, Maidenhead, Berks.	1911–1931
GB	Gwynne (11).—Gwynne Cars, Ltd.—Church Wharf, Chiswick, W.	1923–1929
US	Gyroscope.— <i>Blomstrom Manufacturing Co.</i> ; Lion M.C. Co.—Le Détroit; Adrian (Mich.).	1908–1914

<sup>1</sup> Successful friction drive.

## KEY TO NUMBERED COMMENTARY

- 1 A range of Continental importations, said to include Mass and Lacoste.
- 2 Orig. Russell E. Gardner, quoted as America's Buggy King.
- 3 Also made at York, England (period A to C) by British Power, Traction and Lighting Company.
- 4 Their well-known lorry dates from 1902. Garford and (ii) Briscoe had single centre headlight, arrangement familiar in very early days, and perhaps inducing Daniel Augé to call his car Cyclope.
- 5 "Gasoline-Auxiliary-Electric" with 2-cycle I.C. Also called Vaughn.
- 6 The famous novelist having been a pupil here.
- 7 Engine on off-side of body.
- 8 Mr. Telatco (solely) gives dates as 1916-1919.
- 9 Said to be made out of profits of football pools.
- 10 First British V-8.
- 11 A very successful light car, based on a Continental design.

## ADDITIONS

*(cases where abbreviated entries are necessitated or deemed adequate)*

CH: Ganz 1937/39; Grisard, B.

D: 'Gaggenau' 1906/08.

F: Galliot 1906; La Gazelle—(i) (Gallet et Itasse) 1900, (ii) 1921; G.E.P. cycl. 1913/14; 1920; G.J., 1921; Gracile, C.

GB: Gilbert (heavy oil) 1901; ?(i) Globe 1907; (i) Gordon 1904; s Grenville 1875.

PL: Adam Gluck, K.

R: Gaz 1949/53.

US: (ii) Gem, (ii) 'Geneva' 1917; Gersix 1921; e Gibbs 1903; Gibson 1899; G.J.G.<sup>1</sup> 1909; Golden Eagle 1906; Golden State<sup>2</sup> 1928; Goodspeed 1922; Graham—(i) 1899, (ii) 1903/05; Graham-Fox 1903/05; Gramm-Logan 1908; 'Granite Falls' (Minn.) 1912; Grant-Ferris 1901; Grass-Premier 1923; Greeley 1903; Gregory 1922; Grensfelder 1901; Greyhound—(i) 1914, (ii) 1929; Gride 1903; Griswold 1907; Guy-Vaughan 1912.

## GENERAL NOTES

GAILLARDET, GALBA—*vide* Doctoresse, Huascar. G.D.A.—combine form. owning N.A.G., Hansa, Hansa-Lloyd, Brennabor & (ii) Helios. GENDRON—see G.M., T.A.M., believed unconnected. GENERAL ELECTRIC, GILLETTE—*vide* G.E.C., Amp-lex. G.L.—see Ruby, of which Godefroy was early model. GREAT SMITH—1905 model of Smith. GROUT—proby. name of some s and all p cars of Weston, q.v.

<sup>1</sup> *i.e.* Geo. John Grossman.

<sup>2</sup> An expression for California.

*A Key to the Numbers in Brackets (1-9), Additions (cases where abbreviated entries are necessitated or deemed adequate) and General Notes may be found on page 83*

US	Hackett. <sup>1</sup> —Hackett Motor Car Co.—Main Street, Jackson, Mich.; Grand Rapids.	1917-1919
RA	Hafdasä.—Buenos Aires.	KL
D	Haffia; H.A.G.—Hessische Automobil Gest., G.m.b.H.—Darmstadt; Mombach, Mayence.	FG
D	Hagea.—Bierhoff u. Althoven.—Wilmersdorf and Lichtenfelde, Berlin.	FG
D	Hagen.—Rudolf Hagen & Co.—Mungersdorf; Lindenthal, Cologne.	BD
US	H.A.L.—H. A. Lozier.—Cleveland, Ohio.	1916-1918
US	(i) Hall.—Hall Motor Carriage Co.—Dover, N.J.	1902-1904
US	(i) Halladay.—Halladay Motor Car Co.—Streator, Ill.	1907-1916
US	(ii) Halladay.—Halladay Motors Corp.—Lexington; Attica; Warren; Newark (Ohio).	1918-1922
GB	Hallamshire.—Durham Churchill & Co.—Trent Street, Attercliffe; Chambers Lane, Grimesthorpe, Sheffield.	AC
GB	Hallford.—J. & E. Hall, Ltd.—Dartford Ironworks, Kent.	D
GBC	Hamard.—Buckingham & Ward.—225, Buckley Street, Footscray, Australia.	1931
GB	(i) Hamilton.—D. J. Smith & Co., Ltd.—Compton Street, E.C.; Compton Works, Wickford, Essex.	D to 1925
US	(ii) Hamilton.—Hamilton Motor Car Co.—York, Pa.	1917
GB	(iii) Hamilton (3-wheeler).—Hamilton Motors (London) Ltd.—466, Edgware Road.	1947
DK	Hamlet (3 roues).—Simonsen & Nielsen.—Bredgade, Copenhagen.	G to date
US	Hamlin-Holmes.—Hamlin-Holmes Motor Co.—Chicago.	1920-1921
DK	Hammel. <sup>2</sup> —Hammel et Johansen.—Copenhagen.	1886
US	Hammer.—Hammer Motor Co.—Le Détroit.	1903-1905
GB	Hammond.—Whitworth Engineering Co., Ltd.—North Finchley, London, N.	1920
GB	Hampton.—Hampton Cars, Ltd.—Lifford Mills, Birmingham; Dudbridge, Stroud, Glos.	1912-1933
US	Handley.—Handley Motors, Inc.—Kalamazoo, Mich.	1922-1923
GB	Hands.—Calthorpe Motor Cycle Co.—Lion Works, Barn Street, Birmingham.	1913-1924
D	Hanomag.— <i>Georg Egestorff</i> ; Hannoversche Maschinenbau, A.G.—Linden, Hanovre.	D to 1952
US	'Hanover'.—Hanover M.C. Co.—(Pa.)	1921-1922
F	Hanriot.—Hanriot frères et Compagnie.—11, Rue Descombes, Paris (17e).	BC
D	Hansa.—Hansa Automobilwerke, A.G.—Bremen-Hastedt; Varel, Oldenburg.	D to 1950
D p,e	Hansa-Lloyd (succdg. Lloyd).—Hansa-Lloyd Werke, A.G.—Bielefeld; Varel; Föhrenstrasse, Brême.	1914-1938

<sup>1</sup> Succdg. Argo—aftds. (ii) Lorraine.

<sup>2</sup> Denmark's earliest.

# HANSON—

US	Hanson.—Hanson Motor Co.—Le Détroit, Mich.; Atlanta, Ga.	1919–1924
F	Hanzer.—Hanzer fres.—R. Baudin, Petit-Ivry (Seine).	1900–1903
US	Harding.—Harding M.C. Co.—Cleveland, O.	1916–1917
US	Hardy.—Flint Autole Co.—Port Huron, Mich.	1902–1903
GB	(ii) Harper.—R. O. Harper.—Cavendish Road, Gorse Hill, Stretford, Manchester.	1923–1929
F	Harris— <i>Léon Laisné</i> (succdg. Laisné). <sup>1</sup> —Autos. Harris— <i>Léon Laisné</i> .—Côte St. Sébastien, Nantes (Lre.-Infre.).	1927 to K
US	Harrison.—Harrison <i>Wagon</i> , M.C. Co.—Grand Rapids, Mich.	1904–1907
US	Harroun.—Harroun Motors Corporation.—Wayne, Mich.	1917–1922
GB e	Hart.—E. W. Hart.—Luton, Beds.	B
US	Hartford & Pope—Hartford.— <i>Hartford Motor Car Co.</i> ; Pope Manufacturing Co.—Hartford, Conn.	1897–1916
US	Harvard.—Pioneer Motor Car Co.—Washington, D.C.; Troy, N.Y.	1915–1917
D	Harwald.—Akt.-Gesellschaft Harwald.—Luckenwalder-str., Zossen (Mark).	F
US	Hasbrouck.—Hasbrouck Motor Co.—Newark, N.J.	1899–1900
D	Hataz.—Hataz-Kleinautowerke, A.G.—6–8, Gellert-strasse, Zwickau (Saxe).	FG
US	(i) Hatfield.—Hatfield M.V. Co.—Miamisburg, Ohio.	1907–1908
US	(ii) Hatfield.—Cortland Cart & Carriage Co.—Sidney, N.Y.	1917–1924
GB	Hatton-McEvoy.—Derby Engineering Co., Ltd.—Leaper Street Works, Derby.	1930
F	Hautier.—Société Hautier.—13, Rue Théophile Gautier, Paris (16e).	AB
US	Havers.—Havers M.C. Co.—2760, 26th St., Port Huron, Mich.	1908–1914
D e	Hawa.—Hannoversche Waggonfbk., A.G.—Linden, Hanovre.	F
US	Hayberg.—Hay-Berg Motor Car Co.—Milwaukee, Wis.	1907–1908
US	(i) Haynes; Haynes-Apperson.—Elwood M. Haynes; Haynes Automobile Co.—South Main Street, Kokomo, Ind.	1898–1925 (1)
?GB	(ii) Haynes.—Haynes & Sons, Ltd.—Goswell Road, London, E.C.	BC
US	Hazard.—Hazard Motor Mfg. Co.—Rochester, N.Y.	1914–1915
US	H.C.S. (2).—H.C.S. Motor Co.—Indianapolis, Ind.	1914–1926
GB	H.E.—Herbert Engineering Co. (1924), Ltd.—Wolsey Road, Caversham, Reading.	1920–1931
GB	Healey.—Donald Healey Motor Co., Ltd.—The Cape, Warwick; Austin Motor Co., Ltd.—Longbridge, Birmingham.	1946 to date
E	Hebe.—Automoviles Hebe.—239, Rosellon, Barcelone.	F
F	Hedea (3).—A. Accary.—33bis, Rue Faidherbe, Paris (XIe).	1911 to F
US	Heifner.—Heifner M.C. Co.—Geneva, O.	1921–1922
D	Heim.—Heim & Co.—Badische Automobilfbk., Mannheim.	F
US	Heine.—Heine Velox Motor Co.—San Francisco, Calif.	1907–1909

<sup>1</sup> Puis (H) Harris.

—HIDIEN

F	Heinis.—Etablissements Ch. Heinis.—41/2, Bvd. du Parc, Neuilly s/Seine.	FG
D	Heinkel.—Karl Heinkel.—Karlsruhe.	1954 to date
D	(ii) Helios.—Helios Automobilbau, A.G.—Venloerstr., Ehrenfeld, Cologne.	FG
CH	Helvetia.—Manufacture Franco-Suisse d'Autos 'Helvetia'.—Marin, près Neuchâtel.	B
US	Henderson.—Henderson M.C. Co.—Le Détroit; Indianapolis.	1912 to
F	Henriod.—Henriod et Cie.—Rue de Sablonville; Avenue du Roule, Neuilly (Seine).	1897 to C
US	Henry.—Henry Motor Car Co.—Muskegon, Mich.; Grand Rapids.	1910–1912
D	Henschel.—Henschel Werke.—Schönefeld, Leipzig.	F to date
F	Hérald. <sup>1</sup> —Société Hérald.—7, Rue Carnot, Levallois, Paris.	1901 to C
GB	Herbert.—Herbert Light Car Co.—108, Cricklewood Lane, N.W.	DE
GB	(i) Hercules.—Hercules Motor Waggon Co.—Levenshulme, Manchester.	BC
D	(iii) Hercules.—Nürnberger Herkules-Werke, A.G.—Fürtherstr., Doos, Nuremberg.	DF
US	(iv) Hercules.—Hercules M.C. Co.—New Albany, Ind.	1914–1915
US	Herff-Brooks.—The Herff-Brooks Corporation.—Indianapolis.	1915–1916
D	Hering.—Deutsche Automobil Industrie (Friedrich. Hering).—Gera-Untermhaus.	B
GB	(i) Hermes.—Autocar Construction Co., Ltd.—Ogden Lane, Openshaw, Manchester.	1903 to C
B	(ii) Hermès (4).—Sté. Anonyme Hermès.—Bressoux, Liège.	D
GB	Hermon.—Hermon Car Co., Ltd.—95, Sevenoaks Road, Orpington.	—1936—
GB	(i) Heron (5).—Heron Motor Co.—89/91, John Bright Street, Birmingham.	1904, C
GB	(ii) Heron.—Strode Engineering Works.—Herne, Kent.	1925–1926
US	Herreshoff.—(Car) Herreshoff M.C. Co.—630, Harper Avenue, Detroit. (Cyclecar)—Herreshoff Light Car Co.—Troy, N.Y.	1909–1913; 1914
US	Herschell Spillman.—Herschell Spillman Motors Co.—North Tonawanda, N.Y.	1905
US	Hertel. <sup>2</sup> —Max Hertel; Oakman Motor Vehicle Co.—Chicago; Greenfield, Mass.	1895–1900
US	Hertz.—Yellow Cab Manufacturing Co.—Chicago.	1925–1927
US s	Hess.—Hess Steam Vehicle Co.—Philadelphie.	1902—
US	Hewitt.—Hewitt Motor Co.; Internl. Motor Co.—New York, N.Y.	1904–1910
US	Heyman.—Heyman Motor Vehicle and Manufacturing Co.—Melrose, Mass.	1898–1902
GB	H.F.G. <sup>3</sup> —C. Portass & Son, Ltd.—Broadfield Road, Heeley, Sheffield.	1920–1921
F	Hidien.—E. Hidien.—Châtillon-sur-Indre.	1901

<sup>1</sup> Supplied London motor cabs in 1904.

<sup>2</sup> Had self-starter in 1895.

<sup>3</sup> I.e. H. F. Goode.

## HILDEBRAND—

D	Hildebrand.—Martin Hildebrand Automobilwerk, A.G.—Moltkestr. and Hauptstrasse, Singen-Hohentwiel.	FG
US	(ii) Hill.—Hill M.C. Co.—Haverhill, Mass.	1907–1908
D	Hille.—Hille-Werke, A.G.—Chemnitzerstr., Dresde.	F
NL	Hillen.—V. A. Hillen & Co.—Jutphaas, Pays-Bas.	D
GB	Hillman; <i>Hillman-Coatalen</i> .— <i>Hillman Coatalen</i> , Hillman, Motor Car Co., Ltd.—Pinley, Coventry; Ryton-on-Dunsmore.	1907 to date
GB	Hind.—J. Hind.—Steam Mill Works, Thorne, Yorks.	BC
GB	Hinks.—Hinks & Co.—102/4, Ledsam Street, Birmingham.	G
F	Hinstin Sup. <sup>1</sup> —Sté. Anon. des Ets. Jacques Hinstin (voir Guilick).	1921–
D	Hischer.—Automobilbau Hischer, A.G.—Detmold, Lippe.	F
D	Hischi.—Hischi Fahrzeugwerke, G.m.b.H.—Weissestr., Leipzig.	F
E	(i) Hispano-Suiza.—S.A. Hispano-Suiza.—Carretera de Ribas, Barcelone.	1904–1931
F	(ii) Hispano-Suiza.—Sté. Française Hispano-Suiza, S.A.—Rue du Capitaine Guynemer, Bois-Colombes (Seine).	1914–1938
E	Hispano-Volpe.—Gemcar Internacional, S.L.—Corredera Baja, Madrid.	1947
E	Hisparco.—26, Valverde, Madrid.	FG
GB	Hitchon-Weller (or (i) Globe).—Hitchon Gear and Automobile Co.—Moscow Mill, St. Oswaldtwistle, Church, Accrington.	1904 to C
F	H.L. <sup>2</sup> —Haincelin et Langlois.—Quai du Président Carnot, St. Cloud (S.-et-O.).	DF
US	Hobbie Accessible.—Hobbie Automobile Co.—Hampton, Iowa.	1909 to
GB	Hodgson.—Hodgson Motors.—25, Whitehall Road, Leeds.	1924
US s	(i) Hoffman.—Hoffman Bicycle Co.—Lake Street and Marquette Street, Cleveland, O.	1901–1904 *
D	(iii) Hoffmann.—Hoffmann-Werke.—Lintorf, Rheinld.	1954 to date
GB	Holbron.—E. T. Holbrow.—Garratt Lane, Earlsfield, S.W.	1902 to C
GBC	(ii) Holden.—Holden's, Ltd.—Melbourne.	1948 to date
GB	Holderness.—East Riding Cycle Co.—Grosvenor Street, Kingston-on-Hull.	B
GB	Holdsworth.—Light Car & Motor Engineering Co., Ltd.—Dale End, Birmingham.	BC
US s	Holland.—Holland Automobile Co.—60, van Winkle Avenue, Jersey City.	1905
US	Holley.—Holley Motor Co.—Bradford, Pa.	1900–1903
US	Hollier.— <i>Vincent Hollier</i> ; Lewis Spring & Axle Co.—Chelsea and Jackson, Mich.	1915–1921
US	'Holly'.—Holly Motor Co.—Mount Holly, N.J.	1915–1920
US	(i) Holmes.—Chas. Holmes Machine Co., Holmes M.V. Co.—East Boston, Mass.	1906–1907
US	(ii) Holmes.—Holmes Automobile Manufacturing Co.—Canton, Ohio.	1918–1921

<sup>1</sup> Alias "Little Greg".

<sup>2</sup> Only 2 speeds.

\* Listed dates differ.

—HUPP-YEATS

US	Holsman. <sup>1</sup> —Holsman Automobile Co.—Monadnock Block, Chicago.	1902–1909
US	Hol-Tan ( <i>i.e.</i> Hollander-Tangeman).—Moon M.C. Co.—St. Louis.	1906–1908
US <i>s</i>	'Holyoke'.—Holyoke Automobile Co.—(Mass.)	1899–1903
US	Homer-Laughlin. <sup>2</sup> —Homer-Laughlin Engineers Corporation.—Los Angeles, Calif.	1916–1918
GB	Horbick.—Horsfall & Bickham.—Bridgwater Works, Pendleton, Manchester.	1902–1909
D	Horch.— <i>August Horch, Reichenbach; Schönefeld</i> ; Horchwerke, A.G.—Lessingstrasse, Zwickau.	1902 to date
GB	Horley; No-Name.—Horley Motor & Engineering Co.—Balcombe Road, Horley, Surrey.	1904–1914
GB	Horstman. <sup>3</sup> —Horstman Cars, Ltd.—James Street West, Bath.	1914–1930
F	Hotchkiss (6).— <i>Hotchkiss et Cie.</i> —S.A. des Ans. Ets. Hotchkiss et Compagnie.—168, Boulevard Ornano, St. Denis; 60, Quai Michelet, Levallois-Perret (Seine).	1903 to date
US	Hotshot (baby).—Crosley Motors, Inc.—2530, Spring Grove Ave., Cincinnati.	1949
US <i>s</i>	Houghton.—Houghton Automobile Co.—West Newton, Mass.	1900 to B
US	Haupt (aflds. Haupt-Rockwell).—Harry S. Haupt Mfg. Co.—New York.	1909–1910
US <i>s</i>	(ii) House.—The Steam Car Company.	1901–1910
US	(ii) Howard.—Howard Automobile Co.—Yonkers, N.Y.	1902–1905
US	(iii) Howard.—A. Howard M.C. Co.—Galion, Ohio.	1911–1920
US	(iv) Howard.— <i>Central Car Co.</i> ; Lexington-Howard Co.—Connersville, Ind.	1913–1914
GB	H.P. (3-wlr.).—Hilton-Pacey Motors.—Board School Road, Woking.	1927–1928
GB	H.R.G. (7).—H.R.G. Engineering Co., Ltd.—Oakcroft Road, Tolworth, Surrey.	1936 to date
GB	H.S.M. Cycl.—H.S.M. Motors.—Besson Street, New Cross, S.E.	1915
F	Huascar; Galba.— <i>Sté. Sylla</i> ; Vttes. Huascar.—64, Rue Victor-Hugo, Courbevoie (Seine).	1930 to G
US	Hub.—Hub Motor Co.—Chicago.	—1901—
F	Huber (Tony Huber).—56, Rue du Vieux Pont de Sèvres, Billancourt (Seine).	1902 to C
GB	Hudlass.— <i>F. W. Hudlass</i> ; Hudlass & Harrison.—Phoenix Motor Works, Southport.	AC
US	(ii) Hudson.—Hudson Motor Car Company.—East Jefferson Avenue, Detroit, Mich.	1909 to date
US	Huffman.—Huffman Bros. Motor Co.—Elkhart, Ind.	1920–1925
GB	Humber (8).—Humber, Ltd.—Beeston, Notts; Coventry; Ryton-on-Dunsmore.	1898 to date
US	Hupmobile.—Hupp Motor Car Corporation.—Milwaukee Avenue, Detroit; Cleveland, Ohio.	• 1908–1941
US <i>e</i>	Hupp-Yeats. <sup>4</sup> —Hupp-Yeats Electric Car Co.—Detroit, Mich.	1911–1916

<sup>1</sup> 48-inch wheels in 1905 model.

<sup>2</sup> Front wheel drive. Succdg Laughlin.

<sup>3</sup> Unusual kick-starter.

<sup>4</sup> Maximum speed 20 m.p.h.



# HURLIMANN—

CH	Hurlimann.—Hans Hurlimann.—Wil, St. Gall.	G
GB	Hurlincar.—Hurlin & Co., Ltd.—295, Mare Street, Hackney, E.8.	1915–1916
GB	Hurst & Lloyd (changed to Lloyd & Plaister).—Wood Green, London, N.	1900–1910
F	Hurtu.—Compagnie des Autos et Cycles Hurtu.— <i>Albert</i> ( <i>Somme</i> ); <i>Rue de Villiers, Neuilly</i> ; 9, Avenue de Paris, Rueil (S.-et-O.).	1896–1938
GB	Hutton (9); ( <i>i</i> ) Simplex.—J. E. Hutton, Ltd.—Ohm Electric Works, Northallerton; Thames Ditton, Surrey.	1900 to C
F	H.V.—Automobiles H.V.—8, Rue Berryer, Paris (8e).	F

## KEY TO NUMBERED COMMENTARY

- 1 Haynes, however, made the first successful American car, in 1894, and a Haynes-Apperson appeared in 1895.
- 2 *I.e.* Harry C. Stutz (orig. model of Stutz), but it had Weidley engine.
- 3 Origine du nom (? E.D.A.) inconnue, et les autos s'appelaient d'ab. Accary.
- 4 Also other French, Italian and hybrid makes, incl. H.I.S.A.
- 5 Anagram on maker's name (J. J. Horne—Moseley).
- 6 As Delaunay, Spyker, Maudslay, (*i*) National, long distinguished by circular radiator front.
- 7 *I.e.* Halford—Robins—Godfrey, also referring to H. R. Godfrey, G.N. designer.
- 8 1868 bicycle firm. Car had adjustable steer-column in 1902; 4-wheel brakes in 1908. Models once called Beeston Humber (maliciously: "beast and humbug") and Coventry Humber.
- 9 Hydraulic operation of brakes, and of brilliantly conceived Barber variable gear, which dispensed with clutch and differential (1904).

## ADDITIONS

*(cases where abbreviated entries are necessitated or deemed adequate)*

- D: Hartzendorf-Lehmann, B; Hexe,<sup>1</sup> CD; Hildebrand und Wolfmüller 1894.
- F: H.D., G; Hélica 1924; Hispagnat 1913; H.K., 1908.
- GB: *e* Headlands 1898; Holcar 1903; Holroyd-Smith 1897; Hornet <sup>a</sup> 1905; Hurst, *s* Hythe, 1903.
- GBC (Aus.): Hartnett-Grégoire 1951.
- S: Heijensköld 1918; (*i*) Helios 1901; Hockenström 1913/25.
- US: Hale 1917; Hall 1915; Halsey 1901; Hambrick 1908; Hansen 1902; (*i*) Harper 1907; Harrie 1925; Harrigan 1922; (*i*) Harris 1923; 'Harrisburg' (Pa.) 1922; Hart-Kraft 1908; *s* Hartley 1898; Haseltine 1916; Hassler 1917; 'Hawkeye' <sup>a</sup> 1923; Hawley, Haydock, 1907; Hayward 1913; *e* Healy 1911; Hebb 1918; Heilman 1908; Henley 1899; *s* Henrietta 1901; *e* (*ii*) Hercules 1902; Hewitt-Lindstrom, Hicks, 1900; Highlander 1922; (*i*) Hill 1895; 'Hillsdale' (Mich.) 1908; Hockenhull (see Bellamy) 1904; (*ii*) Hoffman 1931; (*i*) Holden 1915; *e* Holson 1901; 'Hoosier' Scout cycl., 1914; Hopkins 1902; Hoskins 1920; *s* (*i*) Howard 1899; Howey 1903; *s* (*i*) Hudson 1901; Hunter 1921; Hydro-motor 1917.

## GENERAL NOTES

H.A.G., HARPER-BEAN, HEATLY-GRESHAM, HEINLE-WEGELIN—*vide* Haffia, Bean, Rational and Vindelica. HENNEY—US hearse of 1922. HEWETSON, HOBSON—importers' names for Laurin-Klement, Nagant. H.I.S.A.—Italian (*ii*) Hermes (company in Rome; works at Bressoux). HOLLINGDRAKE—English name for La Buire. HORSE-SHÖE—imported French car, abt. 1906/08, with horse-shoe-shaped radiator, and perh. English name for Gillet-Forest. HOZIER—old name for Argyll.

<sup>1</sup> C.-à. d., sorcière.

<sup>a</sup> Also name given to small Wolseley 6-cyl.

<sup>b</sup> Nickname for Iowa.

# I

*A Key to the Numbers in Brackets (1-5), Additions (cases where abbreviated entries are necessitated or deemed adequate) and General Notes may be found on page 86*

RA	I.A.M.E. (1).—Industrias Aeronáuticas y Mecánicas del Estado.—Córdoba, Argentine	1951 to date
US	(ii) Ideal.—B. and P. Co.—Milwaukee, Wis.	1902-1903
US e	(iii) Ideal.—Ideal Motor Car Co.—1238, West Eleventh Street, Cleveland, Ohio.	1905-1906
US e	(iv) Ideal.—Ideal Electric Co.—Chicago.	1909-
US	(v) Ideal cycl.—Ideal Shop.—Buffalo, N.Y.	1914
E	(vi) Ideal (puis T.H.).—Talleres Hereter.—Barcelone.	1915-1920
GB	Iden.—Iden Motor Car Co., Ltd.—Fleet Street, Parkside, Coventry.	1904 to C
D	I.F.A.—Deutscher Innen- und Aussen Handel Transportmaschinen.—Mohrenstr., Berlin.	1953-1954
GB	'Ilford'.—Ilford Motor Car & Cycle Co.—(Essex—12, Market Parade.)	1902-
US e	(i) 'Illinois'.—Illinois Electric Vehicle Co.—Chicago.	1897-1901
US	(ii) 'Illinois'.—The Overholt Co.—Galesburg.	1909-1914
US	Imp cycl. (2).—W. H. McIntyre Co.—Auburn, Ind.	1913-1914
F	Impar.—E. Fontaine.—23/29, Rue du Docteur Gibert, Le Havre-de-Grâce.	G to 1928
B	Impéria.—S.A. des Autos Impéria-Excelsior (3).—Huy; Nessonvaux-lez-Liège.	1906 to date
GB	(ii) Imperial.—Imperial Autocar Manufacturing Co., Ltd.—6, Falkner Street, Manchester.	1900 to B
GB	(iii) Imperial.—Anti-Vibrator, Ltd.—19a, Carlyle Square, Chelsea; Limes Road, Croydon.	B
US	(iv) Imperial.—Imperial Automobile Co.—Jackson, Mich.	1907 to D
D e,p	Induhag.—Industrie und Handels G.m.b.H.—Bismarckstr., Düsseldorf.	FG
US	Innes.—American Motors Export Co.—Jacksonville, Floride.	1921-1922
GB	(i) International.—International Motor Car Co.—76, High Street, Marylebone, W.	1898-1904
US	(ii) International and I.H.C.—International Harvester Co.—S. Michigan Avenue, Chicago, Ill.; Buckeye Works, Akron, O.	1899-1911
US	(iii) International.—International Motor Carriage Co.—Stamford, Conn.	1900 to B
US	Interstate.—Inter-State Motor Co.—Muncie, Ind.	1908-1919
GB	(i) Invicta.—H. E. Richardson.—High Road, North Finchley, N.	BD
GB	(ii) Invicta.—Clark's Engineering Works.—Leamington.	1914
GB	(iii) Invicta.—Invicta Cars.— <i>Alpha Place, Chelsea</i> ; The Fairmile, Cobham; Virginia Water (Surrey).	1925-1950
F	G Irat.—Automobiles Georges Irat, S.A.—Ateliers de la Jatte; 37, Boulevard de la République, Chatou (S.-et-O.); 67/9, Boulevard de Levallois, Neuilly s/Seine; Bordeaux.	1921 to date

—IZARO

GB	Iris.— <i>Legros &amp; Knowles, Ltd.—Cumberland Park, Willesden Junction, London, N.W.</i> ; Iris Cars, Ltd.—Aylesbury.	1905–1926
US	Iroquois.—Iroquois Iron Works.—Buffalo; Seneca Falls (4) (N.Y.).	1903–1908
I	Isetta (minusc.).—Iso, S.P.A.—Milan.	1955 to date
I	Isotta-Fraschini (5).—Fabbrica Automobili Isotta-Fraschini.—89, Via Monterosa; 3, Via Francesco Melzi (Milan).	1898–1949
I	Itala.—Fabbrica Automobili Itala.—148, Corso Orbassano, Turin.	1904–1935
GB	Ivanhoe.—Ivanhoe Motor Co.—Oaklands Road, Cricklewood.	1904 to C
GB	Ivel.—Dan Albone.—Ivel Works, Biggleswade.	1903–1906
F	Ivry.—Automobiles Ivry.—5, Rue Boudreau, Paris (IXe).	D
E	Izaro.—Construcción de Automoviles Izaro.—63, Ayala, Madrid.	F

## KEY TO NUMBERED COMMENTARY

- 1 Voir aussi Justicialista.
- 2 Mr. McIntyre introduced cyclecars into America, says Floyd Clymer, but they didn't "catch on".
- 3 Préal. Ateliers A. G. Piedboeuf. Adresse additionnelle, en 1936, Usine Minerva, Mortsel, Anvers.
- 4 Form. at Seneca Falls, more famous for having as postmistress (in 1849) Amelia Jenks Bloomer, who would have got out a snappy motoring dress.
- 5 Four-wheel brakes in 1910.

## ADDITIONS

*(cases where abbreviated entries are necessitated or deemed adequate)*

CH: (i) l'Idéal 1900.

D: Ipe 1921.

F: Ibis 1907.

GB: *e* Immisch 1895/97; Ivernia 1920; Ivor 1912.

US: Imperial—(i) 1900, (v) 1908 (also variety of Chrysler); 'Independence' (Mo.) 1912; Independent 1927; 'Indiana' 1921; Ingrame-Hatch 1917; Intrepid 1904; 'Iowa', Iverson, 1908.

## GENERAL NOTES

I.H.C.—see (ii) International. IMPRIMIS—importer's name for Scheele, because it was Germany's first electric. ISARD—nom belge pr. Goggomobil. ISIS—variety of Morris, because made at Oxford.

*A Key to the Numbers in Brackets (1-7), Additions (cases where abbreviated entries are necessitated or deemed adequate) and General Notes may be found on page 89*

GB	(ii) Jackson.—Yorkshire Motor Car Manufacturing Co., Ltd.—Bradford; Hipperholme.	1900-1901
US	(iii) 'Jackson'. <sup>1</sup> —Jackson Automobile Co.—(Mich.—East Main St.).	1903-1922
GB	(iv) Jackson (French engine).—Reynold-Jackson & Co., Ltd.—11/13, High Street, Notting Hill Gate, W.	B to 1915
F	Jacquemont.—97, Ave. d'Orléans, Paris (XIVe).	F
US	Jaeger.—Jaeger M.C. Co., Inc.—Belleville, Mich.	-1932-
GB	James & Browne; J. & B. (1).—James & Browne, Ltd.—78a, Queen Street; Westcroft Works, Hammersmith, W.	1901-1910
F	Janémian.—32, Rue de Paris, Bièvres (S.-et-O.).	1923
US	Janney.—Janney Motor Co.—Flint, Mich.	1906-1908
B	Janssens.—Ateliers A. Janssens.—Rue du Gazomètre, St. Nicholas.	BD
F	Janvier (à 6 roues).—V. Janvier, Paris.	B
GB	Jap.—John A. Prestwich & Co.—Northumberland Park, London, N.17.	1904 to D
US s	Jaxon. <sup>2</sup> —Jackson Automobile Co.—East Main Street, Jackson, Mich.	-1903-
GB	J.B.—Jones Burton & Co., Ltd.—53, Great Crosshall Street, Liverpool.	-1926-
GB	J.B.S.—J. Bagshaw & Sons, Ltd.—Batley, Yorks.	1913-1915
F e	Jeantaud.—C. Jeantaud.—51, Rue de Ponthieu, Paris (VIIe).	1894-1903
F	J.E.C.—Jules E. Cohen, Autos J.E.C.—58, Rue Laffitte, Paris (IXe).	F
US	Jeffery (2).—The Thos. B. Jeffery Co.—Kenosha, Wis.	1914-1917
B pe	Jenatzy. <sup>3</sup> —Camille Jenatzy.—222, Rue du Progrès, Bruxelles.	1899 to B
US	(i) Jenkins (3).—Jenkins Automobile Co.—Washington, D.C.	1901-
US	(ii) Jenkins.—Jenkins Motor Car Co.—Rochester, N.Y.	1907-1912
GB	Jennings.—Jennings Chalmers Light Car Co.—Sekolefield Street Works, Birmingham.	1914-1915
GB	Jensen.—Jensen Motors, Ltd.—West Bromwich, Staffs.	1937 to date
US	(i) Jewel (4).—Forest City, Jewel, Motor Car Co.—136, Walnut Street, Massillon, Ohio.	1906-1909
GB	(ii) Jewel.—John E. Wood.—4, Bowland Street, Bradford, Yorks.	1919-1938
US	(ii) Jewett; Paige-Jewett.—Paige-Detroit Motor Car Co. (then Graham Paige).—Detroit, Mich.	1922-1927
GB e	Joel.—Henry F. Joel & Co.—31, Wilson Street, Finsbury Square, E.C.	AB

<sup>1</sup> See Jaxon, Cheswold, Mytholm.

<sup>2</sup> Aftds. (iii) Jackson.

<sup>3</sup> 106 k.p.h.; 66 m.p.h., 1899.

# JOHN O' GAUNT—

GB	John o' Gaunt (5).—Wm. Atkinson & Sons.—North Road and 20, Market Street, Lancaster.	1901–1904
US	<i>s,p</i> Johnson.—Johnson Service Co.—Milwaukee, Wis.	1905–1908 <sup>1</sup>
US	(ii) Jones.—Jones Motor Car Co.—Wichita, Kansas.	1915–1920
US	Jones-Corbin. <sup>2</sup> —Jones Corbin Automobile Co.—N. Broad St., Philadelphia.	1902–1907
US	Jonz.— <i>Jonz Auto Co., Beatrice, Neb.</i> ; American Auto Mfg. Co.—Kansas City, Mo.	1908–1911
US	Jordan.—Jordan Motor Car Co., Inc.—East 152nd Street, Cleveland, O.	1916–1931
DK	Jorgensen.—G. H. Jorgensen et Mathicoen.—33, Vestre Boulevard, Copenhagen.	B
D	Joswin.—Joswin Motorwagenfabk.—37/38, Joachim Friedrich-str., Halensee, Berlin.	FG
F	Jou.—19, Rue Jules Ferry, Suresnes (Seine).	D; 1923
F	Jouffret; Sidéa-Jouffret.—85, Rue du Sud, Colombes (Seine).	FG
F	Jousset.—Louis Jousset.—Avenue Denfert-Rochereau, Bellac (Hte. Vienne).	F to 1926
GB	Jowett (6).— <i>Jowett Motor Mfg. Co., Back Burlington Street, Manningham Lane, Bradford</i> ; Jowett Cars, Ltd.—Bradford Road, Idle, near Bradford.	1906–1954
F	La Joyeuse.—Voitures légères Taine.—Paris.	1908
US	(i) Junior (7).—Locomobile Co. of America.—Bridgeport, Conn.	1925–1927
E	(ii) Junior.—Distribución Marcom.—Barcelone.	1955
RA	Justicialista.—Industria Aeronáutica y Mecánica Estado. Córdoba, Argentine.	1954–1955
B	Juwel.—51, Rue Royale, Bruxelles.	F

<sup>1</sup> And *p* to 1912.

<sup>2</sup> de Dion engine.

## KEY TO NUMBERED COMMENTARY

- 1 Except for "Vertex" models, this firm favoured horizontal engine.
- 2 "Jeffrey" incorrect. Jeffery quad lorries had drive, braking and steering on all wheels, and required experienced handling. Succdg. Rambler. Com. date 1914 (1900 or 1902 incorrect).
- 3 Made for the dwarf Chiquita a miniature 4-foot *e* car for Buffalo Exposition.
- 4 2-stroke. Often spelt "Jewell". This and Keeton believed succeeded by Croxton.
- 5 Lancaster's historic figure. The 1763 firm are now at Penny Street.
- 6 Made 3-cyl., then 2-cyl. opposed.
- 7 (v) Miller engine. Also name for F.J.T.A.

## ADDITIONS

*(cases where abbreviated entries are necessitated or deemed adequate)*

CS: Jawa (*i.e.* Janecek-Wanderer) 1938 to date.

F: J.A.B., 1921/22; Jacquelin 1901; J.C. (J. Corre) 1908; Jicey 1947; J.P., 1905/06; J.P.W. (feu Jean-Pierre Wimille) 1946; (*ii*) Julien 1946 to date; Jupiter 1902.

GB: Jarvis and Weekes 1903/04; J.M.B. (3-wlr.) 1934/35.

US: (*i*) Jackson 1899; Jacks runabout 1900; Jacquet Flyer 1921; James 1911; Jarvis-Huntington 1912; Jay 1907; Jeannin 1908; Jem Special 1922; (*i*) Jewett 1906; *s* (*i*) Jones 1898; J.P.L., 1914; Julian Brown (air-cooled rear-eng.) 1925; Junz 1902.

## GENERAL NOTES

JAGUAR—past misnomer & future name for (*ii*) S.S. JOHNSTON—see ARTOL. JUVA—model of Renault.



*A Key to the Numbers in Brackets (1-4), Additions (cases where abbreviated entries are necessitated or deemed adequate) and General Notes may be found on page 93*

D e	Kaha.—Elektromobilwerk Kaha, G.m.b.H.—Wasseralfingen (Württ).	F
D	Kaid.—Klein-Auto Industrie, G.m.b.H.—Friedrichstr., Berlin, S.W.48.	F
A	Kainz.—Josef Kainz.—35, Boerhavegasse, Vienne.	B
US	Kaiser.—Kaiser-Frazer Corpn.—Willow Run, Mich.	1946 to date
US	Kane-Pennington.—Anglo-American Rapid Vehicle Co.—Racine, Wis.	1894 to B
US	'Kankakee'.—Kankakee M.C. Co.—(Ill.)	1916-1919
US	'Kansas City'.—Kansas City Vehicle Co.—(Mo.)	1905-1909
E	Kapi.—Automoviles Kapi.—Barcelone.	1954 to date
US	Kauffman.—Kauffman M.C. Co.—Miamisburg, O.	1909-1912
D	Kayser.—Gebr. Kayser; Pfälzische Nähmaschinen und Fahrrad Fbk. (1).—Kaiserslautern.	BD
US	Kearns.—Kearns Motor Truck Co.—Beavertown, Pa.	1908-1916
US	Keeton (afterwards Croxton).—Keeton Motor Car Co.—Detroit, Mich.; Massillon, Ohio.	1908-1914
US	(ii) Keller. <sup>1</sup> —Geo. D. Keller.—Huntsville, Ala.	1946-1949
US	Keller Kar.—Keller Cyclecar Co.—Chicago.	1914-1915
D	Kellner.—G. Kellner.—Weida.	D
US	(i) Kelsey (2).—C. W. Kelsey.—Philadelphie.	1902-1911
US	(ii) Kelsey.—Kelsey Car Corp.—Connersville, Ind.	1913-1914
US	(iii) Kelsey.—Kelsey Motor Co.—Hartford, Conn.; Newark and Belleville, N.J.	1921-1924
GB	Kelvin.—Bergius Car & Engine Co.—Finnieston Street, Glasgow.	BC
D	Kempton.—Sud-Deutsche Fahrzeugfabrik, G.m.b.H.—56, Bahnhofstr., Kempten.	BC
GB	(ii) Kendall.—Grantham Productions, Ltd., Grantham, Lincs.	1945-1946
US	Kenmore.—Kenmore Mfg. Co.—340, Gaff Building, Chicago.	1909-1912
US	(ii) Kennedy.—W. J. Kennedy.—Los Angeles.	1915-1918
GB	(iii) Kennedy.—Kennedy-Skipton & Co., Ltd., Oakland Road, Clarendon Park, Leicester.	-1916-
US s,e	'Kensington'.—Kensington Automobile Mfg. Co., Buffalo, N.Y.	1899-1903
US	Kent.—Kent Motors Corpn.—Belleville, N.J.	1916-1917
US	Kenworthy. <sup>2</sup> —Kenworthy Motors of New England, Inc.—Boston; Mishawaka, Ind.	1920-1922
US	Kermath.—Kermath M.C. Co.—Le Détroit.	1907-1908
F	Kévah (cyclecar).—Etabs. Kévah.—110, Rue la Boétie, Paris.	F
US s	(i) Keystone.—Keystone Motor & Mfg. Co.—Lebanon; Philadelphie (Pa.).	1900-1901

<sup>1</sup> Form. Bobbi-Kar.

<sup>2</sup> Superior Duesenberg-engined car.

—KÖRTING

US	(ii) Keystone.—Munch-Allen Motor Car Co.—Newcastle; Dubois (Pa.).	1909 to D
US	Kiblinger.—The W. H. Kiblinger Co.—Auburn, Ind.	1907–1909
US	<i>p,s</i> Kidder or Petromobile.—Kidder Motor Vehicle Co.—Hartford and New Haven, Conn.	1900 to B
GB	Kieft.—Kieft Cárs, Ld.—Derry St., Wolverhampton.	1955
US	<i>e</i> Kimball.—C. P. Kimball & Co.—Chicago.	1922
GB	(i) King.—King & Co.—Leicester.	1904–1905
US	(ii) King.—King Motor Car Co.—Grand Boulevard, Le Détroit, Mich.	1905–1925
US	(iii) King Midget (3).—Midget Motors Supply Co.—Athens, O.	1946 to date
GB	Kingsburgh.—Kingsburgh Motor Constrn. Co., Ld.—Granton, Edinburgh.	1901–1902
GB	Kingsbury Jun.—Kingsbury Engineering Co., Ld.—Kingsbury Works, N.W.9.	1920–1922
GB	King's Own.—Nottingham Motor Car Co.—Sherwood Street, Nottingham.	BC
GB	Kingstone.—H. G. Kingstone.—202, Seven Sisters Road, Holloway, N.	BC
US	Kissel.—Kissel Motor Car Co.—182 Kissel Avenue, Hartford, Wis.	1906–1930
US	Kline Kar.—Kline Car Corp.—York, Pa.; Richmond, Va.	1909–1923
US	Klink.—Klink M.C. Mfg. Co.—Dansville, N.Y.	1907–1909
D	Klunzinger.—Klunzinger Gest.—Karmeliterstr., Heilbronn.	B
B	Knap.—Constrn. Liégeoise d'Automobiles.—83, Rue Lairese, Liège.	B
US	Knickerbocker.—Ward Leonard Electrical Co.—Bronxville, N.Y.	1901–1903
GB	Knight of the Road and Knight Junior.—Knight Bros.—Bridge Works, Chelmsford.	1902–1914
US	Knox. <sup>1</sup> —Knox Automobile Co.—Waltham Ave., Springfield, Mass.	1900–1914
F	§ Koch. <sup>2</sup> —Koch Frères.—14, Rue du Bac d'Asnières, Paris.	AB
D	Koco.—Kocowerke, G.m.b.H.—Zietenstr., Erfurt.	FG
US	Koehler.—H. J. Koehler Co.—Newark, N.J.; New York.	1910–1914
D	(ii) Komet.—Komet Automobilfabk (Buchmann & Co.).—Leisnig (Saxe).	FG
D	Komnick.—Automobilfabrik F. Komnick, A.G.—Elbing, W. Pruss.	1908, G
D	Kondor.—Kondor Automobil u Fahrradwerke, A.G.—Brandebourg, Havel.	B
US	Konigslow.—Otto Konigslow.—Cleveland, Ohio.	1903–1904
B	Koppel.—Compagnie Belge de Vélocipèdes.—Liège.	AB
F	Korn.—A. Korn et Latil.—207, Boulevard Voltaire, Paris.	AB
GB	Korte.—Korte Atkinson & Co.; Rice & Co. (Leeds), Ld.—Low Hall Mills; Neville Works, Elland Road, Leeds.	1902 to C
D	Körting.—Wilhelm Körting, Automobilwerk.—Berlin-Wilmersdorf; Wülfrath (Rheinld).	FG

<sup>1</sup> "Waterless" (i.e. air-cooled).

<sup>2</sup> Heavy oil.

# **K.R.C.—**

GB	K.R.C.—National Motor Cab Co. (1922), Ltd.; White, Holmes & Co., Ltd.—Down Place (and 134), King Street, Hammersmith, W.6.	1923–1924
US s	Kraft.—J. F. Kraft.—St. Louis, Mo.	—1901–
US	Krastin.—Cleveland, Ohio.	1902–1903
F e,pe	Krieger.—Cie. Parisnne. des Voitures Elecques. (Syst. Krieger).—35, Rue de Ponthieu, Paris; Blvd. de Valmy, Colombes (Seine).	1898 to D
US	K.R.I.T. (4).—K.R.I.T. Motor Car Co.—Grand Boulevard, Le Détroit, Mich.	1909–1916
D e	Krüger.—Adolph Krüger.—8/10, Spittelmarkt, Berlin.	B
D e	Kruse.—Gebrüder Kruse.—45, Gansemarkt, Hambourg.	B
US	Kunz.—The J. L. Kunz Machine Co.—Milwaukee, Wis.	1902–1906
US	Kurtz Automatic.—Kurtz Motor Car Co.—Cleveland, Ohio.	1921–1923
GB	Kyma.—New Kyma Motor Car Co., Ltd.—Nunhead Crescent, S.E.	1903–1905

## KEY TO NUMBERED COMMENTARY

- 1 C.-à-d., fabrique de machines à coudre at de vélos.
- 2 Motorette 3-wheeler in 1911. Friction drive, as were Metz, (ii) Pontiac, (ii) Pilot, Ashby and Cartercar.
- 3 "World's lowest priced two-passenger auto. Assemble it yourself with our bolt-together parts."
- 4 *I.e.*, Kenneth Krittenden.

## ADDITIONS

*(cases where abbreviated entries are necessitated or deemed adequate)*

- D: *e* Kliemt 1900/02; 'Klingenburg', or A.A.G. 1903; Knipperdolling 1908.  
GB: *s* Keenelet 1904; (*i*) Kendall 1913; Kestrel 1914; Kitto, B; Knowles 1901.  
Jap: Kayegana, Kanda-Gumi, Kiyokawa 3-wheelers, to date.  
US: 'Kalamazoo' (Mich.) 1922; Karbach 1908; K.D., 1914; *s* Kellogg 1903; *e* (*i*) Kennedy 1898; Kerns 1914; Kerosene Surrey 1900; Kessler (or Kess-line 8) 1921; King Remick 1906; Kingston 1907; King Zeitler 1919; Kinnear (4-wheel dr.) 1913; Kinney 1922; Kirk—see (*i*) Yale, 1903; Klock 1900; Knight Special 1917; Kobusch 1906; (*i*) Komet 1911; Koppin 1914; Kreuger 1908; Kron 1915.

## GENERAL NOTES

K. D. F., KEENE—*vide* Volkswagen, Steamobile. KERRY—importer's name for 1904 Tony Huber. KLEYER—1900 Adler. KRUPKAR—*vide* Morrison.



*A Key to the Numbers in Brackets (1-22), Additions (cases where abbreviated entries are necessitated or deemed adequate) and General Notes may be found on pages 99-100*

F	Labor.—Weyer et Richemond.—52, Rte. d'Aubervilliers, Pantin (Seine).	1907-1912
F	Lacaze.—Abel Lacaze.—Beliet (Gironde).	D
US	'Laconia' (1).—A. H. Buffum & Co.—Abington, Mass.	1900-1907
F	Lacoste (et Battmann).—Lacoste et Battmann, Rue Danton; Lacoste & Battmann, Ld.—16, Rue Chaptal, Levallois, Paris.	1897 to D
GB <i>e,p</i>	L'Acre (i.e. Long Acre).—Lacre Motor Car Co.— <i>Poland Street and Livonia Street, London, W.</i> ; Letchworth, Herts.	1902-1912
GB	Ladas (2).—J. Bowen.—Albert Street, Didsbury, Manchester.	BC
US	Lad's Car (3).—Niagara M.C. Corp'n.—Niagara Falls, N.Y.	1912-1914
US	(i) Lafayette.—Lafayette Motors Co.—Mars Hill, Ind.; Milwaukee, Wis.	1920-1924
F	Lafitte.—S.A. de Constrn. de Vttes. Auto'les. Th. Lafitte.—16, Quai du Petit Gennevilliers, Paris.	1923-1928
GB	Lagonda.— <i>Lagonda Engineering Co.</i> ; Lagonda, Ld.— <i>Staines Bridge</i> ; Feltham (4).	1905 to date
	Laigle; L'Aigle.—Laigle Paquet et Cie.	1902-1903
	Laisné.—A. Paris, L. Laisné et Cie.—9, Rue Inkermann, Lille (Nord).	D to 1926
US	(ii) Lambert. <sup>1</sup> —Buckeye Mfg. Co.—Anderson, Ind.	1906-1915
F	(iii) Lambert.—Automobiles Lambert.—Girromagny, Belfort.	1946-1952
GB	Lammas (5).—Lammas, Ld.—Green Lane, Sunbury-on-Thames.	1937-1938
US	Lancamobile. <sup>2</sup> —James H. Lancaster Co.—Liberty St., New York, N.Y.	1899-1901
GB	Lanchester.— <i>Lanchester Engine Co., Ld.</i> ; Lanchester Motor Co., Ld.—Sandy Lane, Coventry; Fallows Road, <i>Armourer Mills, Montgomery Street</i> , Birmingham.	1895 to date
I	Lancia.— <i>Fabbrica Automobili Lancia &amp; Co.</i> — <i>Via Ormea</i> ; 99, Via Monginevro, Turin; Bolzano.	1908 to date
US <i>s</i>	Lane.—Lane Motor Vehicle Co. (6).—Poughkeepsie, N.Y.	1899-1911
D	Lange & Gutzeit.—Frankfurter Allee, Berlin.	B
US	Lanpher.—Lanpher Motor Buggy Co.—Carthage, Mo.	1909-1912
US <i>e</i>	Lansden.—The Lansden Company.—Newark, N.J.; Danbury, Conn. (7)	1904-1921
I	Lanza.—Michele Lanza.—Turin.	1895, B
GB	Larmar. <sup>3</sup> —Larmar Engineering Co., Ld.—Brighton, Sussex; Ingatestone, Essex.	1946-1951
I	Laros.—S. A. Fratelli Pellegatti.—Milan.	1932
B	Latafie.—Sté. de Constrn. d'Autos (Latafie et Cie).—Bruxelles.	B

<sup>1</sup> Friction drive. Form. (ii) Union.

<sup>2</sup> Aftds. Lancaster.

<sup>3</sup> 2½ h.p. invalid 4-wlr.

—LEUTNER

F	(i) Latil. <sup>1</sup> —15, Boulevard Rabatau, Marseille.	1901—	
B	(ii) Latil.—Sté. Anon. des Automobiles Latil (poids lourds). —140, Avenue du Port, Bruxelles.		K
D	Lauer.—Automobilwerk Lauer, G.m.b.H.—Merseburg (Saxe).		DF
GB	Launceston.—Launceston Engin'g Co.—Old Oak Common Lane, Willesden.	1920	
US	Laurel.—Laurel Motors Corp'n.—Anderson, Ind.	1916–1920	
F	Laurent.—Laurent et Cie.—Route de Paris, Vierzon (Cher).	1901	
A	Laurin-Klement. <sup>2</sup> —Laurin und Klement, A.G.—Jungbunzlau, Prague; Boleslav; Plzen.	1901 to date	
US	Lauth Juergens.—Lauth-Juergens M.C. Co.—Chicago, Ill.	1907–1914	
US	Lawter.—Safety Shredder Co.—Newcastle, Ind.	1909	
US	L. & E.—Lundelius & Eccleston.—Los Angeles.	1922–1931	
GB	Lea.—William Lea.—16/18, Berry Street, Liverpool; Birkenhead.	1901	
US s	Leach.—Leach M.V. Co.—Everett, Mass.	1899 to B	
US	Leach-Biltwell.—Leach M.C. Co. (8).—Los Angeles, Calif.	1920–1923	
GBC	(i) Leader.—Leader Automobile & Engine Co.—Toronto.	1901	
GB	(ii) Leader.— <i>Charles Binks</i> ; New Leader Motors, Ltd.—Whitehall Factory, Apsley, Nottingham.	1904 to C	
US	(iii) Leader.—Columbia Electric Co.—Knightstown, Ind.	1906–1912 (9)	
GB	Lea-Francis (10).—Lea & Francis, Ltd.— <i>Lower Ford St.</i> ; Much Park Street, Coventry.	1903–1954	
GB	Leänder.—J. Walmsley & Co.—Guildhall Street, Preston, Lancs.	1901 to C	
GB	L.E.C.—London Engine Company.—Phonopore Works, Southall, Middx.	1912–1913	
GB	Lecoy.—Lambert Engineering Co.—Northolt Road, Harrow, Middlesex.	—1922—	
A	'Leesdorfer'.—Leesdorfer Gest.—Leesdorf, Baden, près Vienne.		A
B e	Lefert.—J. Lefert.—Gand.		B
F e,p	Legros; (11) 'La Plus Simple'.—R. Legros.—Fécamp (Snc.-Inf.).	1900 to D	
GB	Leidart.—Leidart Cars, Ltd.—Pontefract, Yorks.	1936 to K	
US	Lehr.—Lehr Agricultural Co.—Fremont, O.	1908–1909	
D	Leifa.—Leifa Automobil Gest., G.m.b.H.—104, Tegeler Weg, Charlottenburg.		F
GB e	Lems.—London Electromobile Syndicate, Ltd.—George Street, Euston Road, N.W.	1903 to C	
F	Lenoir. <sup>3</sup> —Sté. des Moteurs Lenoir; Gauthier et Compagnie.—Rue de la Roquette, Paris (XIe).	1862 to	
US	Lenox. <sup>4</sup> —Lenox Motor Car Co.—Hyde Park and Jamaica Plain, Mass.	1910 to E	
GB	Leonard.—J. J. Leonard & Co.—Brockley Garage, Crofton Park, S.E.		B
GB	Lester.—J. Lester.—Lichfield, Staffs.		BC
R	Leutner.—Leutner & Co.—Alexandrestr., Riga.		D

<sup>1</sup> Prise roues AV: frt.-whl. drive, 1901.

<sup>2</sup> Alias Hewetson.

<sup>3</sup> La première automobile.

<sup>4</sup> Derived from e Maxim-Goodridge.

# LEWIS—

US	(i) Lewis.—George W. Lewis.—Chicago.	1894
US	(ii) Lewis.—Lewis Cycle Co.—Philadelphie.	1898–1902
GB	(iii) Lewis.—T. P. O'Grady.—Lewis Cycle Works, Adelaide.	1901 <sup>1</sup> to
US	(iv) Lewis.—L.P.C. Motor Co.—Racine, Wis.	1913–1916
GB	(v) Lewis.—Abbey Industries, Ltd.—Abbey Wood, S.E.	1923–1924
US	'Lexington'.—Lexington Motor Co. (12).—Lexington-Howard Co.—Connersville, Ind.	1908–1928
D	Ley; Loreley.—Rudolf Ley, A.G., Automobilfabrik.—Wagnergasse, Arnstadt (Thuringe).	DK
F	Leyat (13).—Leyat.—Meursault (Côte d'Or).	F
GB	Leyland.— <i>Lancashire Steam Motor Co. (Herbert Street)</i> ; Leyland Motors, Ltd.—Leyland, Lancs.	1920–1923
F	Libérateur.—Société des Cycles et Autos. Libérateur.—47, Rue Cartier, Bresson, Pantin (Seine).	B
F	Libéria.—S. Dupont.—Plessis-Trevisé, près Paris.	1901–1902
US	(iii) Liberty.—Liberty Motor Car Co.—Le Détroit, Mich.	1916–1925
GB s	Lifu. <sup>2</sup> —Liquid Fuel Engin'g Co.—East Cowes, I. of W.	1899–1902
D	Liliput.—Suddeutsche Automobilfabrik (14).—Gaggenau.	BC
JAP	Lilla.—D.A.T. Automobile Co.—Osaka.	FK
US	(i) Lincoln.—Lincoln Motor Car Works.—W. Harrison Street, Chicago.	1908–1912
US	(ii) 'Lincoln'.—Lincoln Motor Co. (Divn. of Ford Motor Co.), Lincoln, Ill. (see Ford); Detroit, Mich. (form. Warren & Livernois Aves).	1920 to date
GB	'Lincoln Elk'.—Kirby & Edwards.—Broadgate, Lincoln; Grimsby.	BC
D	Lindcar.—Lindcar Auto A.G.—Viktoriastr., Lichtenrade, Berlin.	FG
GB	Lindsay.—Lindsay Motor Car Co.—Woodbridge, Suffolk.	1906 to
US e	Lindsley.—J. V. Lindsley & Co.—Seymour, Ind.; Dowagiac, Mich.	1908 to
A	Linett.—Linett Automobilfbk., G.m.b.H.—Geusaugasse, Vienne III, Autriche.	F
B	Linon.—Ateliers Linon.—Gde. Rue, Ensival-Verviers, Belgique.	AD
US	Lion (15).—Lion Motor (Car) Co.— <i>Philadelphie</i> ; Adrian, Mich.; Le Détroit.	1907 to D
GB	Lipscomb.—English Motor Car Co., Ltd.—Euston Road, N.W.	1903 to C
D	Lipsia.—Lipsia Automobilfabrik, G.m.b.H.—Leipzig.	FG
US §	Liquid Air.—Liquid Air Power & Automobile Co.—Boston, Mass.	1901–1902
US	(i) Little.—Little Motor Car Co. <sup>3</sup> —Flint, Mich.	1911–1913
US	(ii) Little; Little Detroit.—Detroit Cyclecar Co.—Le Détroit.	1914
US	Littlemac.—Thompson Motor Corp.—Muscatine, Iowa.	1930–1931
D	(i) Lloyd.— <i>Norddeutsche Auto. u. Motoren A.G. (Hansa-Lloyd)</i> ; Carl F. W. Borgward, G.m.b.H.—Hastedt, Brême.	D to date
GB	(ii) Lloyd (16).—Lloyd Cars, Ltd.—Patrick Street East, Grimsby.	1935–1951

<sup>1</sup> When Adelaide had only 4 motor vehicles.

<sup>2</sup> Based on Malevez.

<sup>3</sup> Absorbed by Chevrolet.

GB	(i) L.M. <sup>1</sup> — <i>William Cunningham</i> ; Little Midland Light Car Co. (1920), Ltd.—Midland Works, Clitheroe; Duke Street, Blackburn; Southgate Works, Preston.	1905–1922	
F	(ii) L.M.—Ateliers de Constrns. Mécques. pr. Locomotion Moderne.—Rte. de Clamart, Issy-les-Moulineaux (Seine).		D
? GB	Lococar (17).—Twentieth Century Travel Co.—72, Comeragh Road, Barons Court, W.	1901–1905	
US <i>s,p</i>	Locomobile.—Locomobile Company of America.—Newton, Mass.; Westboro', Mass.; Bridgeport, Conn.	1899–1929 *	
B	La Locomotrice.—Société La Locomotrice.—Rue des Vennes, Liège.		BD
US	Logan.—Gramm Motor Truck Co.; Logan Construction Co.— <i>Lima</i> ; Chillicothe (O.).	1904–1909	
A <i>e,pe</i>	Lohner-Porsche.— <i>Jacob Lohner, G.m.b.H.</i> ; Lohnerwerke, G.m.b.H.—2, Porzellangasse, Floridsdorf, Vienne.		A to K
GB	Loidis (name given to miscellaneous cars made by Dougill's Engineering, 1900 to 1902, see also Lux)—Longclose Ironworks, Newtown, Leeds.	1900–1902	
US	'Lomax'.—Lomax M.C. Co.—(Ill.)	1913–1914	
F	Lombard.—Bollack-Netter et Cie.—47, Quai National, Puteaux; 90, Rue des Frères Herbert, Levallois (Seine).		G
I	Lombarda.—Stà. di Automobili Lombarda.—Via E. Novelli, Bergame.		D
US	(i) Lone Star.—Lone Star Motor Co.—El Paso.	1917	
US	) Lone Star (18).—Lone Star Motor Co.—San Antonio.	1920–1921	
US	Longest.—Longest Bros. Co.—Louisville, Ky.	1912 (19)	
B	Longtin.—Longtin et Le Hardy de Beaulieu.—Rue Dupré, Jette St. Pierre (Brabant).		BD
US	(ii) Loomis.—Loomis Automobile Co.—Westfield, Mass.	1900–1904	
A	Lorenc & Lorenc.—Buda-Pesth.		B
US	(i) Lorraine.—Lorraine Auto Mfg. Co.—Chicago.	1907–1908	
US	(ii) Lorraine (20).— <i>Hackett M.C. Co.</i> ; Lorraine Motors Corp.— <i>Grand Rapids</i> ; Detroit.	1920–1922	
E	Loryc.—Palma, Majorque.	1922–1926	
US	'Los Angeles'.—Los Angeles Cyclecar Co.—(Calif.)	1913–1914	
GB	Lothian.—Scottish Motor Tractor Co., Ltd.—Edinburgh.	1920	
GB	Lotis.—Sturmey Motors, Ltd.—Lotis Works, Widdington Road, Coventry.	1908–1912	
F	Louet. <sup>3</sup> — <i>E. Louet et Badin</i> ; Sté. des Autos Louet.— <i>Auxerre (Yonne)</i> ; 57, Rue Emériau, Paris (XVe).	1902 to C	
GB	Loyd-Lord.—Loyd-Lord, Ltd.—Grosvenor Works, 327a, High Road, Chiswick.	1923–1924	
US <i>s,p</i>	Lozier. <sup>4</sup> —Lozier Motor Co.— <i>Plattsburg, N.Y.</i> ; Mack Ave., Le Détroit, Mich.	1901–1917 (s 1901–1902)	
GB	L. & P.—Lloyd & Plaister, Ltd. (21).—Station Road, Wood Green, London, N.	—1912–	
GB	L.S.D.—Sykes & Sugden, Ltd.; L.S.D. Motor Co., Ltd.—Linthwaite, Huddersfield; Nunbrook, Mirfield.	1920–1924	
GB <i>e</i>	Lucania.—Carl Oppermann.—Wynatt Street, Clerkenwell, E.C.		AB

<sup>1</sup> Form. Midland.

<sup>2</sup> First *p* cars by Overman in 1902.

<sup>3</sup> A 6-cyl. of 1903.

<sup>4</sup> See also H.A.L.



# LUCAR—

GB	Lucar.—Lucar, Ld.—240, Brixton Hill, S.W.	1914
GB	Lucas Valveless.—Ralph Lucas.—Westcombe Hill, Blackheath, S.E.	BC
GB	'Ludgate'.—J. T. Bentley.—Bridge Street, Blackfriars, London.	1904–1905
US	Luedinghaus (22).—Luedinghaus-Espenschied Wagon Co.—St. Louis, Mo.	1919–
F	Lujac.—Cyclecar Lujac.—45, Rue Jean Jaurès, Puteaux (Seine).	FG
F	Lunant.—210, Avenue de Saxe.—Lyon.	B, 1908
F	Lutèce.—G. Cochet.—45, Rue de Tanger, Paris; Colombes (Seine).	CD
F	Lutétia. <sup>1</sup> —Marcel Echard.—31, Blvd. de Courbevoie, Neuilly (Seine).	G
US s	Lutz.—Lutz Motor Co.—Buffalo, N.Y.	—1917–
D	Lutzmann. <sup>2</sup> —F. Lutzmann.—Dessau (Anhalt).	1895–1899
US	'Luverne'.—Luverne Automobile Co.—(Minn.)	1906–1917
D	(i) Lux. <sup>3</sup> —Lux'schen Industriewerke (Motorfahrzg. Abteilung).—Westendstrasse, Ludwigshafen.	1897, B
I	(ii) Lux.—Fabbrica d'Automobili Lux.—Turin.	D
D	(iii) Lux.—Automobilwerk "Lux".—Schweidnitzerstr., Freiburg, Silésie.	F
F	Luxior.—Berthaud & Moreau.—26, Rue du Bois, Vincennes.	D
D	LWD.—Lippische Werke A.G.—Detmold, Lippe.	F
US	Lyman (-Burnham).—Lyman and Burnham.—Boston.	1903–1904
US	Lyons-Knight (and Lyons-Atlas).—Lyons Atlas Co.—Indianapolis, Ind.	1914–

<sup>1</sup> Lutèce and Lutétia are, of course, names for Paris.

<sup>2</sup> Puis Opel.

<sup>3</sup> Imported as "Loidis".

## KEY TO NUMBERED COMMENTARY

- 1 Town in New Hampshire; villages in Ind., Tenn. and Ark.
- 2 Classical reference to a Greek runner (adopted for famous Derby winner).
- 3 Supplied in parts, for the youth to assemble.
- 4 Acc. to their advt., tricar from 1900. As with Aston-Martin, now at Feltham under David Brown.
- 5 Supercharged Graham engine. The car recently seen at Uxbridge is believed to be the only surviving example.
- 6 Their descendants now make barn-door rollers.
- 7 Glasscock says 1900–1908 at Brooklyn.
- 8 Also car named 'California'.
- 9 Various lists say com. 1911 only.
- 10 Popularly "Leaf". A 3-cyl. model of 1903 had con.-rods 2 feet long.
- 11 2-cycle, 3 cys., with individual carbs. *Vide* Iris.
- 12 Lexington, Ky., despite confusing "Minute Man" radiator badge. *Vide* (iv) Howard, incorporated end of 1913 and 1914.
- 13 Avait 3-cyl., 10 CV. *Trainée par hélice, faisait du 110 à l'heure.* 10 h.p. engine with air-screw traction gave 70 m.p.h.
- 14 The Lilliput m/cycle, however, was made by Rosselli of Turin.
- 15 Name used also, in abt. 1908/10, for Peugeot 8/9 CV, 110 × 110. There is indication of a German make Löwe.
- 16 6 h.p. front-drive, indep. suspension. Orig. 3 h.p.
- 17 Prev. 20th Century. Address not identifiable as factory site.
- 18 Expression for the State of Texas. "Santone" is typical "Lone Star" town, its post-office having box "Other States and Foreign Countries"!
- 19 As Dick Reddy wittily says in *Esquire*, "apparently, no longer".
- 20 Also name for de Diétrich.
- 21 Succdg. Hurst & Lloyd (fire-engine mfrs.).
- 22 Or, if time permits, Luedinghaus-Espenschied.

## ADDITIONS

*(cases where abbreviated entries are necessitated or deemed adequate)*

- D: Landgrebe 1921; Luther-Heyer 1922 to G.
- E: Landa, F.
- F: (ii) Lafayette 1920; Latham, G; Léda 1908; Lespinasse 1909.
- GB: Lambert-Herbert, Lawton, 1914; Londonia 1905–1910.
- ?GBC: 'London' (Ont.) 1922.
- S: 'Lidköping' 1923.
- US: (iii) Lafayette (Nash) 1934 to date; (i) Lambert 1891; Langan's Motor Carriage 1898; s Larchmont 1900; Larson 1910; Lasky 1916; Laughlin <sup>1</sup> 1914; Law 1902; L.C.E. 1914; Lear 1903; 'Lebanon' (Pa.) 1906; Lehigh 1926; Lende 1909; Lescina 1916; Liberty—(i) 1903, (ii) <sup>2</sup> 1914; 'Lima' (O.) 1915; Long—(i) 1875; (ii) 1923; (i) Loomis (One of these makes is reported to be s) 1896; 'Louisiana' 1900; 'Lowell' (Mass.) 1908; L.P.C. 1900; Lyon 1909; Lyons 1911.

<sup>1</sup> Aftds. Homer-Laughlin.

<sup>2</sup> Succdg. Liberty-Brush, 1912.

## **L—GENERAL NOTES—**

### **GENERAL NOTES**

LAMB—misnomer for Rose National. LAMPHEN, LANPHIER—suspected error for Lanpher. LANGDON-DAVIES, LAYCOCK—*vide* Soames, Charron-Laycock. LAVIGNE—*see* J.P.L. LEFÈBRE—*see* Bolide, Prima. LÉON RUBAY—*see* Rubay. LIBERTAS—name for Libérateur. LA LICORNE, LITTLE GREG, LORELEY, L.P.C.—*vide* Corre, Hinstin, Ley, (*iv*) Lewis. LOCKE—name for Puritan. LOEB, L.U.C.—names for Vulcan. LONDON SIX, LONG DISTANCE—*see* New London, U.S. Long Distance.

# M

*A Key to the Numbers in Brackets (1-31), Additions (cases where abbreviated entries are necessitated or deemed adequate) and General Notes may be found on pages 110-111*

US	McCue.—The McCue Co.—Hartford, Conn.	1909 to
US	McCullough.—Backbay Cycle & Motor Co.—Boston.	1899 to
GB	McCurd.—McCurd Lorry Mfg. Co., Ltd.—Hayes, Middlesex.	1923-1927
US	(ii) McCurdy.—Hercules Corpn.—Evansville, Ind.	1919-1922
US	McFarlan.—McFarlan Motor Corporation.—Connersville, Ind.	1910-1927
US	McIntyre (afterwards Imp).—W. H. McIntyre Co.—Auburn, Ind.	1909-1914
US s	McKay Steam Buggy.—Stanley Mfg. Co.—Boston.	1900-1902
GB	McKenzie.—McKenzie Motors, Ltd.—Bath Passage, Birmingham.	1914-1927
GBC	McLaughlin.—McLaughlin Motor Car Co., Ltd. (now American).—Oshawa, Ont.	1916 to F
R	M-1.—Usine Molotov.—Gorki.	1932 to date
I	Macagno.—G. Macagno.—Via S. Giorgio, Bergame.	D
US	Maccar.—Mack Bros. Auto'le Co.—Allentown, Pa.	1906-1910
US s	Macdonald (1).—Macdonald Steam Auto. Corp.—Garfield, O.	1923
US	Mackle-Thompson.—Mackle Thompson Auto. Co.—Elizabeth, N.J.	1903-
US	'Macon'.—All Steel Car Co.—(Mo.)	1915-1917
US	Madison.—Madison Motors Co.—Anderson, Ind.	1915-1918
F	Madou.—Automobiles Madou.—22, Rue Copernic, Paris (16e).	1922-1925
D	M.A.F.—Markranstaedter Automobil-Fbk., G.m.b.H. (now Apollo).—Markranstaedt, près Leipzig.	D
H e,p	M.A.G.; Magomobil—(i.e. Magyar Altalanos Gépgyár)—Ungarische Allgemeine Maschinenfabk., A.G.—Matyasföld, Budapest.	FG
US	(i) Magic; Mondex-Magic. <sup>1</sup> —Fisher Motor Corpn.; Aristos Co.—New York.	1914
D e,p	Magirus.—C. D. Magirus, A.G.—Berlin-Tempelhof; Schillerstrasse, Ulm a/D.	F to 1939
I	Magliola.—A. Magliola & F.—3, Via Torino, Biella, Novare.	D
D	(ii) Magnet (3-wlr.).—Magnet Motoren A.G.—16/19, Lehderstr., Weissensee, Berlin.	DG
US pe	(i) Magnetic; Crown Magnetic.—Owen Magnetic Motor Car Corporation.—Wilkes Barré, Pa.	1921-1922
GB	(ii) Magnetic.—Magnetic Car Co., Ltd.—Callow Street, Chelsea, S.W.	1922-1927
F	La Magnétique.—Automobiles 'La Magnétique'.—Levallois-Perret.	1904-
US	Mahoning.—Mahoning M.C. Co.—Youngstown, O.	1904-1905

<sup>1</sup> Believed connected.

# MAIBOHM—

US	Maibohm. <sup>1</sup> —Maibohm Motors Co.— <i>Racine, Wis.</i> ; Sandusky, Ohio.	1916–1922
GB	Maiflower.—Maiflower Motor Co.—Commercial Road, Gloucester.	1919–1924
F	Maillard.—M. Maillard.—Incheville (Sne.-Inf.); Lieu-Dieu, près Beauchamps (Somme).	D
F	M.A.J.—143, Avenue Malakoff, Paris (VIe).	1947–1951
D	(ii) Maja. <sup>2</sup> —Maja-Werke, A.G.—Schönfeldstr., Munich.	FG
F	(iii) Majestic.—24, Rue Lalo, Paris (16e).	G
F	Majola.—J. Majola.—34, Rue Brise-Echallas; 4, Rue Nay, St. Denis (Seine).	1911–1928
F	Major (cycl.).—Antoine.—5/7, Rue Ridder, Paris (14e).	1923
US	Malcolm-Jones; Malcolm.—Malcolm Jones Cyclecar Co.—Le Détroit.	1914–1915
US	Malcolmson (2).—Alexander Malcolmson.—Le Détroit.	1906
B s	Malevez.—Malevez frères.—St. Servais-lez-Namur.	1898 to B
F	Malliary.—G. Malliary.—3, Rue Collin, Puteaux (Seine).	1901
GB	'Manchester'.—Bennett & Carlisle.—Deansgate, Manchester.	B
D	Mannesmann.—Mannesmann Automobil-Werke, A.G.—Aix-la-Chapelle; Westhofen; Remscheid.	DK
F	Manon.—H. Chaigneau.—17, Rue du Débarcadère, Paris (17e).	D
US	(i) Marathon.—Marathon Motor Works.— <i>Nashville, Tenn.</i> ; Cincinnati, Ohio.	1908–1915
US	Marble-Swift.—Marble-Swift Automobile Co.—Chicago.	1902–1905
I	Marchand.—Fratelli Marchand (3).—Plaisance.	BC
R	Marck.—Marck & Cie.—Moscou.	C
GB	Marendaz.—D.M.K. Marendaz, Ltd.—1–3, Brixton Road, London, S.W.9.	1926–1936
F	La Marguerite.—A. Marguerite.—130/132, Rue de Becon, Courbevoie; 64, Quai de Courbevoie (Seine).	1920 to H
D	Marienfelde. <sup>3</sup> —Motorfahrzeug und Motorenfabrik Gest.—Marienfelde, Berlin.	1901–1902
US	Marion.—Marion M.C. Co.—Indianapolis, Ind.	1904–1914
US	Marion Handley.—Mutual Motors Co.—Jackson, Mich.	1916–1918
A	Markus. <sup>4</sup> —Siegfried Markus.—Malchin, Mecklenbourg.	1875–1877
US s	(i) 'Marlborough'.—Marlborough Motor & Carriage Co.—(Mass.)	1900–1902
F	(ii) Marlborough.—T. B. André & Co., Notting Hill Gate, W.; Malicet et Blin.—103, Ave. de la République, Aubervilliers (Seine).	B to 1926
US	Marmon (& Roosevelt).—Nordyke and Marmon Co.; Marmon Motor Car Co.—Kentucky Ave., Indianapolis, Ind.	1902–1933
US	La Marne.—La Marne Motor Car Co.—Cleveland, Ohio.	1919–1921
F	Marot-Gardon.—Ph. Marot, Gardon et Cie.—37, Rue Brunel, Paris (17e).	1901
US	(i) Marquette. <sup>5</sup> — <i>Peninsular Motor Co., Saginaw</i> ; Marquette Co.—Détroit.	1912

<sup>1</sup> Not to be confused with Malbomb (unidentified).

<sup>2</sup> Former name of Austro-Daimler.

<sup>3</sup> Or C.P.C.

<sup>4</sup> Austrian claim to be first car made.

<sup>5</sup> See also Buick.

F	Marquez.—Automobiles L. F. Marquez.—1, Rue Boutebrie, Paris (Vème).	1930
US	Marr.—Marr Automobile Co.—Le Détroit, Mich.	1903–1904; 1914
GB	Marseal.—Marseal Motors, Ltd.—Atlantic Works, Stoke, Coventry.	1919–1925
US	<i>s</i> (i) Marsh.—Marsh Motor Co.—Brockton, Mass.	1898–1899
US	(ii) Marsh.—American Motor Co.—Brockton, Mass.	1905
US	(iii) Marsh.—Marsh Motors Co.—Cleveland, Ohio.	1919–1921
US	Marshall. <sup>1</sup> —Marshall Manfg. Co.—Chicago.	1919–1920
GB	Marshall-Arter.—Marshall-Arter, Ltd.—Beavor Lane, Hammersmith, W.	1914–1915
H	Marta.—Magyar Automobil R.-T.—Kerepesi Utca, Budapest.	1913, F
GB	(i) Martin.—Harry Martin.—137–139, Cherry Orchard Road, East Croydon.	BC
US	(ii) Martin.—Martin Motor Co.—Springfield, Mass.	1920–
US	(iii) Martin (4).—Martin Airplane Factory.—Hagerstown, Md.; Garden City, Long Island, N.Y.	1926–1931
CH	Martini (5).—Martini et Compagnie.—Frauenfeld (Thurgovie); Sté. Nouvelle des Automobiles Martini.—St. Blaise-Neuchâtel.	1898 to H
US	Marvel.—Marvel M.C. Co.—Rivard St., Le Détroit.	–1907–
US	'Maryland'.—The Sinclair-Scott Co.—(Baltimore.)	1906–1909
D	Mascot; Excelsior-Mascot.—Excelsior-Werk, G.m.b.H.—Nippes, Cologne.	CD
GB	(ii) Mascotte.—Mascotte Engineering Co., Ltd.—237, Kensal Road, London, W.10.	1919–1921
F	M.A.S.E.—Mfre. d'Autos, outillage et cycles.—1, Chemin Carvès, Le Marais; <i>Sté. de Manufre. Française d'Armes de . . .</i> St. Etienne.	1902–1924
I	Maserati.—Officine Maserati.—Bologne.	G to date
US	<i>s</i> (i) Mason.—Wm. B. Mason.—Milton, Mass.	–1898–
US	(ii) Mason.—Mason Motor Car Co.—Le Détroit, Mich.	1906–
US	(iii) Mason (6).—Mason M.C. Co.—Des Moines, Ia.	1908–1910
F	Mass.—Automobiles Mass (L. Pierron).—181, Rue Armand Sylvestre, Courbevoie.	1903–1923
GB	Matchless.—H. Collier & Sons, Ltd.—44, Plumstead Road, S.E.	1913–1924
F	Matford ( <i>i.e.</i> Mathis-Ford).—S.A. Française Matford (7).	1937–1938
US	Matheson (8).—Matheson Motor Car Co.—Holyoke, Mass.; Wilkes-Barré; Grand Rapids.	1903–1913
US	Mathews.—Mathews Motor Co.—Camden, N.J.	1907–1908
B	Mathieu.—Usines Delin (?).—Louvain; Usines Mathieu.—Saventhem.	1902 to C
D,F	(i) Mathis (form. Alsatia) (9).— <i>E.E.C. Mathis</i> ; Société Anonyme Mathis.—200, Route de Colmar, Strasbourg.	1898–1950
F	Matthey et Martin (cycl.).—63, Rue Croulebarbe, Paris (13e).	FG
GB	Maudslay.—Maudslay Motor Co., Ltd.—Parkside, Coventry.	1902–1926
D	Mauser.—Mauserwerke, A.G.—Oberndorf-sur-Neckar.	FG
F	Mauve.—Cyclecars Mauve.—134, Rte. de la Révolte, Levallois-Perret.	F

<sup>1</sup> Early name for Belize.

# MAXIM—

GB	(i) Maxim.—London General Automobile Co., Ltd.—Maxim Works, Gillingham Street, London, S.W.	1903–1915
CH	Maximag.—Motosacoeche, Sté. Anon. (jad. Dufaux).—Les Acacias, Genève; Succé. à Lyon.	DG
US <i>e</i>	Maxim Goodridge.—The Maxim Goodridge Co.—Hartford, Conn.	1908–1909
US	Maxwell. <sup>1</sup> —Maxwell Motor Corporation (now Chrysler).—Le Détroit, Mich.	1911–1925
US	Maxwell-Briscoe. <sup>2</sup> —Maxwell-Briscoe Motor Co.—Newcastle, Ind.; Tarrytown, N.Y.; Pawtucket, R.I.	1904–1907
D	Maxwerke.—Harff und Schwartz.—Cologne.	B
D	Maybach.—Maybach Motorenbau, G.m.b.H.—Friedrichshafen.	1922–1939
D	(ii) Mayer.—Hugo Mayer.—54, Kurfürstendamm, Berlin.	B
? GB	(i) Mayfair (10).—G.L.M. Dorwald & Co.—30–32, High Street, Wandsworth, London, S.W.	1901 to C
D	Mayr.—Kleinautobau Karl Mayr.—Schleissheimerstr., Munich.	F
US	Maytag (11).—Maytag-Mason Motor Co.—Waterloo, Ia.	1910–1915
GB	M.B.—Merrall-Brown Motors.—St. George's Road Works, Bolton, Lancs.	1919–1921
GB <i>p,s</i>	M.C.C.—Motor Construction Co.—Canal Street, Nottingham.	1902–1904
US	Mecca.—Times Square Automobile Co.—New York, N.Y.	1915–1916
US	Med-Bow; Medcraft.—Medcraft Automobile Co.—Springfield, Mass.	1907–1908
GB	Medea (12).—Mead & Deakin.—Rushey Lane, Tyseley, Birmingham.	–1913–
US	'Media'.—Media Automobile Carriage Works.—(Pa.)	1900–1907
GB	Medina. <sup>3</sup> —Medina Engineering Co., Ltd.—May Road and Gould Road, Twickenham.	D
GB	Médinger. <sup>4</sup> —Médinger Car & Engine Co.—Phonopore Works, Southall, Middlesex.	–1914–
CH	Mégevét.—C. J. Mégevét.—5–7, Rue Malatrex, Genève.	BC
F	Megy.—L. Megy.—Paris.	1901–1903
GB	Melen.—F. & H. Melen, Ltd.—Sherlock Street, Birmingham.	1914
US	Mel Special.—Mel (Melchizedek?) Stringer.—Pottstown, Pa.	1923 to
GBC	Menard.—M. L. Menard.—Windsor, Ont.	–1908–
GB	'Mendip'.—Mendip Motor & Engin'g Wks.—Southmead, Bristol.	1915–1920
D	Mercedes.—Daimler Motoren Gesellschaft; Mercedes-Benz A.G.—Ludwigstrasse, Canstatt.; Stuttgart.	1901 to date
US	Mercer. <sup>5</sup> —Mercer Automobile Co., Whitehead Road, Trenton, N.J.; Elcar Motor Car Company.—Elkhart, Ind.	1910–1925; 1931
GB	(i) Mercury.—Ivanhoe Motor Co.—Oaklands Road, Cricklewood, N.W.	BC

<sup>1</sup> (Later period. But see next note.)

<sup>2</sup> Also Maxwell—about 1905–1911.

<sup>3</sup> Aftds. (iii) Mercury.

<sup>4</sup> Origin of name unknown.

<sup>5</sup> Succdg. (i) Walter.

—MIDDLEBY

US	(? s) (ii) Mercury.—Mercury Machine Co.—Philadelphie.	1904—
GB	(iii) Mercury.—Medina Engin'g Co., Ltd.—May Road and Gould Road, Twickenham.	1914–1922
US	(vi) Mercury.—Ford Motor Co.—Le Détroit.	1938 to date
D	Meridan.—Meridan Stahlwerke.—Ritterstr., Berlin, S.42.	D
US	Merit.—Merit Motor Co.—Cleveland, Ohio.	1919–1922
US	Merkel.—Merkel Motor Co.—Milwaukee, Wis.	1905–1906
US	Merz.—Merz Cyclecar Co.—Indianapolis.	1914–1915
US	Messerer.—Messerer Automobile Co.—Center St., Newark, N.J.	1901 to
D	Messerschmitt (13).—Willy Messerschmitt.—Ratisbonne, Bavière.	1953 to date
F	Messier.—29, Ave. Gambetta, Montrouge (Seine).	1925–1931
B	Métallurgique.— <i>Société Métallurgique d'Anvers</i> ; Auto-Métallurgique (acquis par Impéria-Excelsior).—Marchienne-au-Pont.	1900–1928
US s	(ii) Meteor.—Meteor Engin'g Co.—Reading, Pa.	1902–1905
GB	(iii) Meteor.—Pritchett & Gold, Ltd.—Feltham, Middlesex.	1903 to C
US	(iv) Meteor.—Worthington Automobile Co.—New York, N.Y.	1904–1906
US	(v) Meteor.—Meteor M.C. Co.—Bettendorf, Iowa.	1908–1910
GB	(vi) Meteor (and Meteorite).— <i>C. H. Humphreys, 23, St. Mary's, Bedford</i> ; Meteor Motors, Ltd.—142, Uxbridge Road, London, W.12.	1912–1915
US	(vii) Meteor.—Meteor M.C. Co.—Shelbyville, Ind.	1914–1915 <sup>1</sup>
US	(viii) Meteor (14).—Meteor Motors, Inc.—Philadelphie.	1919–1921
GB	Meteorite (and Meteor).— <i>C. H. Humphreys, 23, St. Mary's, Bedford</i> ; Meteorite Cars, Ltd.—142, Uxbridge Road, W.12.	1914–1925
US	Metropol.—Metropol Motor Co.—New York; Port Jefferson (N.Y.).	1914—
F	Métropolitaine.—Cochez et Jannel.—45, Rue de la République, Puteaux (Seine).	D to 1921
GB	(i) Metropolitan. <sup>2</sup> —Metropolitan Motor Mfg. Co., Ltd.—116, Bayonne Road, Fulham Cross, S.W.	—1901—
US	(ii) Metropolitan.—Metropolitan Motors, Inc.—Kansas City, Mo.	1922—
GB	(iii) Metropolitan.—Austin Motor Co., Birmingham; American Motors Corp.—Le Détroit.	1954 to date
GB	Metro-Tyler.—Metro-Tyler Co., Ltd.—Banister Road, Kilburn Lane, London, W.10.	1922–1923
US	Metz. <sup>3</sup> —The Metz Co.—Waltham, Mass.	1909–1921
GB	M.G.— <i>Morris Garages, Ltd., Oxford</i> ; M.G. Car Co., Ltd.—Pavlova Works, Abingdon-on-Thames.	1927 to date
US	(i) 'Michigan'.—Michigan Motor Car Co.—Le Détroit; Rochester.	1903 to C
US	(ii) 'Michigan' (incl. Mighty Michigan).—Michigan Buggy Co.—Lay Blvd., Kalamazoo.	1908–1914
F	Micron (vtte. min.).—Henri Jany.—Castanet Tolosan (Hte. Garonne).	1925
US	Middleby.—Middleby Auto. Co.—Reading, Pa.	1909–1913

<sup>1</sup> Then made hearses at Piqua, Iowa.

<sup>2</sup> Made only two cars, and neither would work!

<sup>3</sup> Gearless. Succdg. (ii) Orient.



# MIDGLEY—

US		Midgley.—Midgley Mfg. Co.—Third Street and Naghten Street, Columbus, O.	abt. 1902–1905
US	(ii)	Midland (15).—Midland Motor Co.—Moline, Ill.	1908–1910
US		Mier.—Mier Carriage & Buggy Co.—Ligonier, Ind.	1908–1909
B	p,s	Miesse.— <i>J. Miesse et Cie, 38, Rue des Goujons</i> ; Automobiles Miesse et Usines Bollinckx.—Buysinghen, Bruxelles.	1896–1926
F		Mieusset.—Ateliers de Constrn. Mécanique et d'Autoles. Mieusset (16).—Rue du Gazomètre, Lyon.	BD
CS		Mignon.—Ceskomoravska-Kolben A.G.—Prague.	FH
D		Mikromobil.—Mikromobil Gest. Thomsen.—Johannisstr., Wandsbek (Silésie).	FG
US		Milac.—The Linthwaite-Hussy Co.—Los Angeles.	1916–
I		'Milano' (17).—Stà. Milanese dell'Ind. Mecc.—Milan.	C
US	e	Milburn.—Milburn Wagon Co.—Toledo, Ohio.	1914–1922
F	e pe	Mildé.— <i>Mildé et Compagnie</i> ; Mildé et Gaillardet.—51–60, Rue Desrenaudes, Paris (17e).	A to D
US	(iii)	Miller.—Miller Machine Co.—Defiance, O.	–1912–
US	(iv)	Miller.—Miller Car Co.—Le Détroit; Richmond; Custer (Mich.)	1912–1913
US	(v)	Miller. <sup>1</sup> —Harry A. Miller, Inc.—Long Beach Ave., Pueblo de N.S. la Reina de Los Angeles.	1915 to H
F		Millet.—Félix Millet.—Persan-Beaumont (S.-et-O.).	AB
F		Millot.—Millot Frères.—Gray (Hte.-Saône)	env. 1905–1906
GB		Milnes (18).—G. F. Milnes & Co., Ltd.—Balderton Street, Oxford Street, W.; Hadley, Liverpool.	1901–
GB		Milton.—Edinburgh.	–1921–
US	s	'Milwaukee'.—Milwaukee Automobile Co.—(Wis.—19th Street and Saint Paul Avenue.)	1900–1902
B		Minerva (19).—Minerva Motors, Sté. Anonyme.—40, Rue Karel Ooms, Anvers; Mortsel.	1904–1939
F		Minerve.—Société "La Minerve".—30, Rue du Point-du-Jour, Billancourt (Seine).	BC
D		Minimus.—Minimus Fahrzwgke., G.m.b.H.—Pasing, Munich.	FG
US	(i)	'Minneapolis'.—Minneapolis Motor Car Co.—(Minn.)	1914–1915
US		Mino.—Mino Cyclecar Co.—Nouvelle Orléans.	1914
F		M.J.—85, Blvd. de Levallois, Neuilly (Seine).	1923
US		Mitchell.— <i>Mitchell Motors Co.</i> ; Mitchell-Lewis Motor Co.—Hamilton Ave.; Mitchell Street, Racine, Wis.	1903–1924
F		M.L.B.—Cie. des Moteurs et Autos M.L.B. (Landry et Beyroux).—Hondouville (Eure); 54, R. d'Erlanger, Passy (Seine).	B
F	§	M.L.F. <sup>2</sup> —Molas, Lamielle & Fessier.—45, Rue du Chemin Vert, Paris (Xle).	1902 to C
F		M.M.—Muller et Mignot.—16, Rue Rivay, Levallois (Seine).	D
GB		M.M.C.—(1) The Great Horseless Carriage Co., Ltd.— <i>Central Works, Motor Mills, Coventry</i> ; (2) The Motor Mfg. Co., Ltd.—157a, Manor Street, High Street, Clapham, S.W.	1896–1898 1898–1909
D		Mobbel.—Apollo Werke, A.G.—Apolda (Thur.).	DF

<sup>1</sup> Frt.-whl.-dr. racing "special".

<sup>2</sup> Air comprimé.

—MORETTI

US	s	(i) Mobile.— <i>J. B. Walker</i> ; Mobile Co. of America.—Tarrytown, N.Y.	1899–1902
GB		(ii) Mobile.—Mobile Motor & Engin'g Co., Ltd.—John Bright Street, Birmingham.	BC
F		Mochet. <sup>1</sup> —Charles Mochet.—68, R. Roque de Fillol, Puteaux.	1949–1953
US		Model. <sup>2</sup> —Model Automobile Co.—Peru, Ind.	1903–1906
US		Modern; Payne Modern.—Modern Tool Co.—Erie, Pa.	1906–1908
US		(i) Mohawk.—The Mohawk Auto & Cycle Co.—North Indianapolis, Ind.	1903–1904
US		(ii) Mohawk.—Mohawk Cyclecars.—Nouvelle Orléans.	1914–1915
US		'Moline'; Moline-Knight.—Moline Automobile Co.—Keokuk St., East Moline, Ill.	1904–1920
D		Mölkamp.—Möllenkamp-Werke, A.G.—Sülz et Zoilstock, Cologne.	FG
US		Moller.— <i>Moller Motor Co.</i> ; M. P. Moller Motor Car Co.— <i>Lewistown, Pa.</i> ; Pope Ave., Hagerstown, Md.	1920 to G
F		Mollier.—Mollier et Gras.—Neuilly s/Seine.	BC
D		Mollmobil.— <i>Mollwerke, A.G.</i> ; Automobile Chemnitz, A.G.—Scharfenstein; Ebersdorf, Chemnitz.	FG
I		Momo.—F. & C. Momo.—5, Foro Bonaparte, Milan.	D
US		(ii) Monarch.—Monarch Automobile Co.—Chicago Heights, Ill.; Aurora, Ill.	1905–1909
GB		(iv) Monarch.— <i>R. Walker and Sons</i> ; Monarch Motor Co.— <i>King's Road, Tyseley</i> ; Castle Bromwich, Birmingham.	–1914–
US		(v) Monarch (20).—Monarch Motor Car Co.—Le Détroit, Mich.	1914–1916
US	s	Moncrieff.—J. A. Moncrieff.—54, East Avenue, Pawtucket, R.I.	1901–
F		Monet-Goyon (21).—Monet et Goyon.—68, Rue du Pavillon, Mâcon.	F
US		(ii) Monitor.—The Cummins-Monitor Co.—400, Mt. Vernon Ave., Columbus, Ohio.	1915–1922
F		(iii) Monitor (cycl.).—Ch. Rouquet.—Blvd. de Versailles, Suresnes (Seine).	F
F		Monnier.—Monnier et Cie.—Rte. de Fontainebleau, Viry-Châtillon, Juvisy-s/Orge.	1908
D		Mono.—Mono-Werke, Roger & Niebuhr.—Wendenstr., et Spaldingstr., Hambourg.	DG
US		Monroe.— <i>Monroe Motor Co.</i> ; The Wm. Small Co.— <i>Flint, Mich.</i> ; Indianapolis, Ind.	1914–1921
US		Moon.— <i>Joseph W. Moon Buggy Co.</i> ; Moon Motor Car Co.—North Main Street, St. Louis, Mo.	1905–1930
US		(i) Moore.—Cleveland, Ohio.	1902–1903
US		(ii) Moore.—Moore Auto Co. New York.	1906–1907
US		(iii) Moore.—Moore Motor Vehicle Co.—Minneapolis, Minn.; Danville, Ill.	1916–1921
US		(iv) Moore (22).—Indianapolis.	–1907–
US		'Mora'. <sup>3</sup> —Mora Motor Car Co.—20, Mora Place, Newark, N.Y.	1906–1910
I		Moretti. <sup>4</sup> —Via Mantova, 38, Turin.	1945 to date

<sup>1</sup> Vtte. minuscule.

<sup>2</sup> Aftds. Gt. Western.

<sup>3</sup> "Omar" seems anagram—see Browniekar.

<sup>4</sup> To order only, and cash in advance!

# MORGAN—

GB	(ii) Morgan (23).—Morgan Motor Co., Ltd.—Pickersleigh Road, Worcester Road, Malvern Link.	1910 to date
F	Morin.—Morin et Cie.—30, Boulevard Henri IV, Paris (IVe).	B
F	Morisse (or S.E.M.).—P. Morisse et Cie.—Blvd. St. Michel, Etampes (S.-et-O.).	1901–1925
US	Morlock. <sup>1</sup> —Buffalo.	1903—
GB	Morris.—W. R. Morris, (24) <i>Morris Garages</i> , Oxford; Morris Motors, Ltd.—Cowley, Oxford; Coventry.	1912 to date
US e	(i) Morrison. <sup>2</sup> —Wm. Morrison.—Des Moines, (25) Ia.	—1891—
GB	(ii) Morrison (or Krupkar) (26).—Krupkar, Ltd.—Lancelot Place, Brompton Road, S.W.	1904–1905
US e	Morris-Salom “Electrobat” <sup>3</sup> —Morris & Salom.—Philadelphia.	1895–1897
US	Morriss-London. <sup>4</sup> —Century Motors Co.—Elkhart, Ind.	1919–1925
F	Mors (27).— <i>Société d'Electricité et d'Automobiles Mors</i> ; Sté. Nouvelle des Autos Mors.—48, Rue du Théâtre, Paris (15e).	1895–1927
US	(i) Morse.—Morse Motor Car Co.—Brookline, Mass.	1904
US	(ii) Morse.—Easton Machine Co.—S. Easton, Mass.	1909–1916
US	(iii) Morse (28).—Morse Cyclecar Co.—Pittsburgh, Pa.	1914–1917
R	Moskvitch.—Fabrique Staline d'Autoles.—Moscou.	1936 to date
D	Motobil.—Walter Loebel.—Könneritzstr., Schleussig, Leipzig; Dresde.	F
F	Motobloc. <sup>5</sup> —G. Carde fils et Cie, 33, Quai de Queyries; Société Motobloc, S.A.—88/134, Rue des Vivants, La Bastide, Bordeaux.	1902–1930
GB	Motormobile. <sup>6</sup> —Motormobile, Ltd.—27–29, Laystall Street, Rosebery Avenue, W.C.	1902–1904
F	(i) La Mouette.—Autoles. La Mouette.—Lyon.	—1909—
F	(ii) Mouette.—Automobiles “Mouette” (L. van der Eyken).—17, Rue Jouvenet, Paris (16e).	1925
F	Mourre (Cycl.).—Antoine.—5/7, Rue Ridder, Paris (14e).	F
GB	Moveo.—Moveo Car and Engineering Co.—de Lacey Street, Preston, Lancs.	1931–1933
US	Moyea (29).—Moyea Automobile Co.; Consolidated Motor Co.—Pittsfield, Mass.	1902–1904
US	Moyer.—H. A. Moyer.—Syracuse, N.Y.	1911–1915
GB	M.P.—Motor Plants, Ltd.—Alcester Road, Moseley, Birmingham.	1905 to C
US	M.P.M.—Mount Pleasant Motor Co.—Mount Pleasant, Mich.	1914–1915
F	M.S.— <i>Morain Silvestre</i> .—Montgeron; Sté. Nouvelle des Automobiles M.S.—2, Ave. de Bellevue, Sèvres (S.-et-O.).	FG
D	Mueller.—Mueller & Co.—Decatur, Ill.; Carl Benz.—Mannheim.	1894–1898
F	Muller.—Jacques Muller.—98, Ave. de Lutèce, La Garenne-Colombes.	F

<sup>1</sup> 5 h.p. dos-à-dos.

<sup>2</sup> First US electric.

<sup>3</sup> Front wheel drive in 1895.

<sup>4</sup> For export to GB.

<sup>5</sup> Jad. Schaudel.

<sup>6</sup> Based on Vilain.

—MYTHOLM

US	Multiplex (30).—Multiplex Manufacturing Co.—Berwick, Pa.	1912–1914
US	Muntz.—Muntz Motor Works.—Evanston, Ill.	1951–1953
US	Murdaugh.—Murdaugh Automobile Co.—Oxford, Pa.	1900–1905
US	Murray. <sup>1</sup> —Murray Motor Car Co.—Pittsburgh, Pa.	1916–1924
F	Mutel.—Mutel et Compagnie.—124, Rue St. Charles, Paris (XVe).	1902, C
D	Muvo.—Mier & Vogt.—Kr. Friedrichstr., Naumburg (Saal).	F
A	M.W.F.—Maschinen u. Wagenbau Fabrik, A.G.—Simmering, près Vienne, Autriche.	F
GB	Mytholm (31).— <i>Brown and Buckton</i> ; Yorkshire M.C. Mfg. Co., Ltd.—Hipperholme.	1899–1902

<sup>1</sup> Also name for (i) Church.

## KEY TO NUMBERED COMMENTARY

- 1 Spelling "McDonald" believed incorrect.
- 2 An untimely venture of Ford's partner, Alexander Malcolmson.
- 3 Once collaborated with Dufaux. Larger models had two foot and two hand brakes.
- 4 Midget 3-wlr. See also (ii) Wasp.
- 5 Products of other arms firms:—Ansaldò; Armstrong-Whitworth; B.S.A.; Driggs; Enfield; F.N.; Hotchkiss; M.A.P.; M.A.S.E.; Mauser; Nagant; (i) Orient; Simson; Skoda; Stevens-Duryea; Steyr; Twombly; Weiss; Wolseley-Siddeley; "Z" (whose engineer Janecek recently produced the "Littlejohn" anti-tank gun conversion). Apparently not Colt, Nordenfelt, Remington—but Iver Johnson made cycles.
- 6 Aftds. Maytag (Mason engines were an unconnected firm).
- 7 Addr. as (i) Mathis—also 225 Quai Aulagnier, Asnières. Lorries still made at Poissy, (S.-et-O.).
- 8 1908 model had imaginative automatic carburettor.
- 9 (ii) Mathis (US, 1930) may have been a branch.
- 10 Nationality and derivation of name doubtful.
- 11 (iii) Mason, perh. once made at Waterloo, preceded.
- 12 Aftds. Rhode. No specimens now in existence.
- 13 Attractive & popular min. 3-wlr., connected with famous 'plane mfr. Plastic-enclosed. Two seats lengthwise.
- 14 Other makes of this name, also used for variety of Ford and of Rover.
- 15 See also (i) L.M.
- 16 La maison, fondée en 1867, fabriquait des appareils pompiers.
- 17 Water-cooled brakes. Such refinements—oil radiators, etc., found in various early "Alpine" makes.
- 18 Daimler engine. 1860 tram builders, whose lorries, notorious for clatter, included London motor postal van (1901).
- 19 Form. de Jong. Familiar by its multiple driving lights. Like (ii) Daimler, Willys and others, early adopted Silent Knight (q.v.) engine.
- 20 Also name of French car imported by Monarch Motor Company, Teddington, 1901–1903, and model of (vi) Mercury and name for Canadian Mercedes.
- 21 Motos. et cycl. minuscules. Transmn. à chaîne: magnéto formant volant. Quelques-uns disent à tort "Monet-Guyon".
- 22 A freak 22-h.p. two-wlr. or "Skeleton car". 90 m.p.h. claimed.
- 23 For many years famous as a tricar, single rear-whl. drive. Also name for Adler with Morgan coachwork, and of US cycl., unless it was imported to USA. 4-wheelers from 1936.
- 24 Now Lord Nuffield, whose organization controls also M.G., Riley and Wolseley. In earlier productions engines have been by White and Poppe, (ii) Continental Red Seal, Hotchkiss. Distantly "related" to rival "Tin Seven" (since associated), as Herbert Austin was Wolseley's manager.
- 25 Quoique paraissant français, ce nom proviendrait des Peaux-Rouges.
- 26 Front-drive 3-wlr., possibly of German origin.
- 27 The famous prototype of magneto-electric ignition. Paris-Madrid at 100 k.p.h., 1903. André Citroën eventually took over the factory, where he used to be manager, the classic 1851 electrical instrument firm being now housed at Clichy and Sens.
- 28 In 1916 had front-chain drive. Also s car of this name at Springfield.
- 29 One of America's earliest \$5000 cars.
- 30 A promising 50 h.p. car, but only 14 were built, says Floyd Clymer.
- 31 Between (ii) and (iv) Jackson, which, although connected, are considered separate makes.

# ADDITIONS

(cases where abbreviated entries are necessitated or deemed adequate)

- F: Magali 1905; (ii) Marathon 1954; M.G.P. 1912; Minima 1911; Motricine 1908; Motte 1906.
- GB: Marauder 1951/54; Raymond Mays 1938/39; s Morriss—(cf. Sandringham) CD.
- GBC (Aus): Marks-Moirs frameless, G.
- H: Meray 1908.
- I: Marca-tre-Spade, C; Moretti 1949–1954.
- US: McCarron 1929; McCrea 1906; s (i) McCurdy 1901; McGill 1922; Mack 1900; MacNaughton 1907; Macomber 1917, Macy 1895; (ii) Magic 1922<sup>1</sup>; Magnolia 1903; Mais 1911; Majestic—(i) 1917, (ii) 1925; Manexall 1921; 'Manhattan' 1905/07; 'Manistee' (Mich.) 1912; Maplebay 1908; (i) Mascotte 1911; 'Massachusetts' 1901; 'Massillon' (O.) 1909; Master 1918; Mathewson 1904; 'Maumee' (O.) 1906; (i) Mayer 1899; (ii) Mayfair 1925; (ii) Maxim 1928; Mead 1912; Meech-Stoddard 1924; Menges 1908; Merchant, 1914; Mercury—(iv) 1914, (v) 1918; (i) Meteor 1900; Metzger 1912; Miller—s (i) 1903, (ii) 1907; (ii) 'Minneapolis' 1919; Mock 1906; Modoc 1909/14; Mogul 1912; Mohler 1901; (i) Monarch 1903; (i) Monitor 1909; Moody 1900/03; Mooers 1900; Moreland 1919; (i) Morgan 1897; Morrissey 1925; (iii) Motorette (3-wlr.)<sup>2</sup> 1946/48; Mulford 1909; 'Muncie' (Ind.) 1906; *pe* Munson, B; Murray-Mac 1921.

# GENERAL NOTES

MABLEY—old variety of Sunbeam . (i) MAGNET (1902/03)—believed English name for imported car. MAGNETTE—variety of M.G. MALICET—*vide* (ii) Marlborough. MASTRA—Trojan of 1936. MATUM—American Mathis.—MAURER, MENDELSSOHN, MEREDITH—see Union, Passy-Thellier, Abingdon. MERRALL-BROWN, MONTET—see M.B., Derby. MO-CAR—early name for Arrol. MONTIER—French Ford conversion. MORETTE, LA MOUCHE, MUTUAL—see Dickinson, Teste et Moret, (ii) Niagara.

<sup>1</sup> Also name for Withers.

<sup>2</sup> Name also for Kelsey, early (i) Pierce, 1901 Stickney, Brooklyn-made de Dion.

*A Key to the Numbers in Brackets (1-10), Additions (cases where abbreviated entries are necessitated or deemed adequate) and General Notes may be found on page 115*

E	(i) Nacional. <sup>1</sup> —Fabrica Nacional de Automoviles.—Barcelona.	1929-1931
MEX	(ii) Nacional.—A. R. Galindo.—Fabrique OM-Nacional.—México City, Mexique.	1954 to date
D	Nacke.—Emil Nacke, Automobil und Maschinenfbk.—Coswig, Saxe.	1904 to G
D	Nafa.—Norddeutsche Automobilfbk., A.G.—Jarrestrasse, Hambourg.	F
D e,p	N.A.G.— <i>Neue Automobil Gesellschaft</i> ; Nationale Automobil Gesellschaft.—Ostendstr., Oberschöneweide, Berlin.	1901-1945
B	Nagant. <sup>2</sup> —Nagant Frères (fabrique d'armes); Sté. Anon. des Autos. Impéria-Excelsior.—44, Quai de Coronmeuse, Liège.	1900-1931
D	Namag.—Norddeutsche Automobil. u. Motoren A.G.—Hastedt, Brême.	D
GB	Nameless.—Nameless Motor Car Co.—Finchley Lane, Hendon, N.W.	C
US	Nance.—Nance M.C. Co.—Philadelphie.	1912-1913
F	Nancéienne.—Société Nancéienne d'Automobiles.—2, Chemin des Grands Moulins, Nancy.	AB
GB	Napier.—D. Napier & Son, Ltd.— <i>Vine Street, Lambeth, S.E.</i> ; Acton Vale, London, W.	1900-1927
US	'Napoleon' (1).—Napoleon Auto. Mfg. Co.—(Ohio); Traverse City M.C. Co. (Mich.).	1916-1919
I	Nardi-Danese.—Nardi e Cia.—Turin.	1949 to date
US	Nash (2).— <i>Nash Motor Co.</i> ; American Motors Corp.— <i>Racine and Kenosha, Wis.</i> ; Le Détroit.	1917 to date
US e,p	(i) National.— <i>National Vehicle Co.</i> ; National Motors Corp.—East 22nd Street, Indianapolis.	1900-1924
GB	(ii) National. <sup>3</sup> —National Motor Co.—Bury New Road, Manchester.	BC
I	Nazzaro.—Fabbrica Automobili Nazzaro.—Foro Boario, Turin.	1912-1917; 1922
GB	N.E.C.—New Engine Co., Ltd.— <i>Acton Vale Works</i> ; Junction Works, Hythe Road, Willesden Junction.	1907-1922
F	La Nef.—Lacroix et de Laville.—Place E. Pelletan, Agen (Lot-et-Gar.).	D
US	(ii) Nelson.—T. K. Nelson Motor Co.—Harlan, Iowa.	-1905-
US	(iii) Nelson.—E. A. Nelson Motor Car Co.—Le Détroit.	1917-1922
A	Nesselsdorfer; N.W.F.; N.A.F.—Nesselsdorfer Wagenbaufabriks Gest.—Nesselsdorf (Moravie).	1897 to K
US s,p	Neustadt-Perry.—Neustadt M.C. Co.—St. Louis, Mo.	1903-
GB	New British.—Chas. Willetts, Junr., Ltd.—Colonial Works, Cradley Heath.	1921-1923

<sup>1</sup> And Nacional-Pescara, 1930/32.

<sup>2</sup> Dérivait d'ab. de Gobron.

<sup>3</sup> Vide Rose, Hotchkiss.

—NORTHERN

GB	New Carden.—Arnott & Harrison, Ltd.—22, Hythe Road, Willesden Junction, N.W.10.	1923–1925
GB s	(i) New Century.—Suffield & Brown.—Dolphin Lane, Poplar, E.14.	about 1902–1903
GB	(ii) New Century.—Hoyle Bros. & Co., Ltd.; New Century Motor Syndicate, Ltd.—Brighouse, Yorks.	1902–1904
US s	(i) New England.—New England Motor Carriage Co.—Waltham, Mass.	1899–
US e	(ii) New England.—New England Electric Vehicle Co.—Boston, Mass.	1900–1901
US	New Era.—New Era <i>Engineering Co.</i> , Motors, Inc.—Joliet, Ill.	1916–1917
GB	Newey.—The Gordon Newey Co.—Bristol Street, Birmingham.	1913–1923
GB	New Hudson.—New Hudson Cycle Co., Ltd.—Icknield Street, Birmingham.	1913–1924
GB	New Imperial.—New Imperial Cycles, Ltd.—Princip Street, Birmingham.	1914
GBC	New 'London'; London Six.—London Motors, Ltd.—(Ontario.)	1922–1924
GB	New Orleans (3).—Orleans Manufacturing Co., Ltd.—Holly Place, Twickenham.	BC
US	New 'Pittsburgh'.—Motors Company of Pittsburgh.—(Pa.)	1915
I	Newton (4).—Newton & Bennett.—Turin.	1912–1916
GB	Newton Pearce.—Newton Pearce M.C. Co.—Britannia Works, Hulme, Manchester.	1902–1904
US s	(i) 'New York'.—New York Automobile Co.—Syracuse, N.Y.	1900 to B
US	(i) 'Niagara'.—Wilson Auto Mfg. Co.—Wilson, Niagara County, N.Y.	1903–1907
US	(ii) 'Niagara'.—Mutual M.C. Co.—Main Street, Buffalo, N.Y.	1915–1916
F	Niclausse.—J. et A. Niclausse. <sup>1</sup> —24, Rue des Ardennes, Paris (19e).	1904 to F
F	Nicolle.—Nicolle Frères.—7, Rue de Vaucouleurs, Paris (XIe).	B
GB	Nimrod.—A. R. Leask.—31, Leigh Road, Eastleigh Bishopstoke, Hants.	B
F	Ninon (Mototri).—G. Vincent.—Place Canclaux, Nantes.	G
JAP	Nissan.—Nissan Motor Co., Ltd.—Yokohama.	K to date
US	Noma.—Noma Motor Corporation.—New York City.	1919–1924
GB	Nomad. <sup>2</sup> —Nomad Cars, Ltd.—Elysium Place, Chelsea, S.W.6.	1926–1927
GB	Nordec.—North Downs Engineering Co.—Godstone Road, Whyteleafe.	–1947–
F	Nordenfelt.—Sté. des Usines Prunel (5).—4, Rue de Paris, Puteaux (Seine).	B to 1915
DK	Nordisk.—Nordisk Motor Vogn Selsk.—28, Bredgade Copenhagen.	B
GB	Norfolk (6).—A. Blackburn & Co. (see (ii) Northern).	B
US	(i) Northern (7).—Northern Motor Car Co.—Le Détroit.	1902–1909

<sup>1</sup> Fabricants de chaudières.

<sup>2</sup> Succdg. (ii) Gnome.



# **NORTHERN—**

GB	(if) Northern.—A. Blackburn & Co.—Toft's Mill, Cleckheaton, Yorks.	B to 1910
US	Northway.—Northway Motor Corporation.—Natick, Mass.	1921–1926
US	Norton (8).—James J. Norton.—Lowell, Mass.	1901–
US	Norwalk. <sup>1</sup> —Norwalk Motor Car Co.—Martinsburg, Virginie de l'Ouest.	1911–1916; 1920–1922
US	Novara.—Bristol, R.I.	1917
D	Nowa.—Nowa-werk.—Wilhelmstr., Nowawes, Potsdam.	F
GB	N.P. (9).—Tickford Street, Newport Pagnell, Bucks.	1923–1925
D	N.S.U. (Neckar S U lm).—Vereinigte Fahrzeugwerke, A.G. (10).—Neckarsulm, Wurtemberg.	B to date
D	N.U.G.—Niebaum van Horn & Co.—Herford, Westphalie.	FG
D	Nürnberg.—Nürnberg Kleinauto A.G.—Mittlere Kanalstrasse, Nuremberg.	F
US	Nyberg.—Hy. Nyberg Auto'le Wks.—Anderson, Ind.; Chicago.	1912–1914
F	La Nympe.—G. Court.—Boulevard Carnot, Agen (L.-et-G.).	D

<sup>1</sup> Underslung.

## KEY TO NUMBERED COMMENTARY

- 1 Also English name for French car (possibly Lacoste) imported in 1903. Napoleon, Ohio, is village on Maumee River. Factories, but no delivery of telegrams!
- 2 Now in refrigerator business! Nash Kelvinator Corp., Kenosha, Milwaukee, Detroit, Grand Rapids and Lansing (1936).
- 3 Form. name for Vivinus, perh. 1899–1901. Twickenham was favoured by Orleans family.
- 4 Also name for Ceirano, when imported by Manchester office of same firm.
- 5 Avec moteurs Bariquand et Marre, paraît-il, mais il y a ici mystère assez profond. De même que Cockerill, de Liège (qui, selon quelques-uns, seraient les fabricants), la maison Bariquand et Marre a désavoué toute connaissance de cette marque.
- 6 Mr. T. H. Boothman's was the only example traceable in 1954.
- 7 1907 model had headlights on mudguards, compressed air for clutch, brakes and inflation.
- 8 Also name of well-known motor-cycle.
- 9 Connected with Salmons and with "Tickford" bodies.
- 10 Fabricants notés de motos., et construisent d'intéressantes auto-patinettes.

## ADDITIONS

*(cases where abbreviated entries are necessitated or deemed adequate)*

D: Neiman (3-wlr.) 1931; Nürburg, to date.

F: Nardini, D.

GB: *e* Neale 1897; *(i)* Nelson 1904; North British (see *(i)* Drummond) 1907; North Lucas <sup>1</sup> 1922.

I: Nova, D.

US: *(iii)* National Sextet 1920; 'Nebraska' 1926; Neilson 1907; Nevin 1927; 'Newark' (N.J.) 1912; Newcomb 1921; New Home 1901; 'New York'—*(ii)* 1907, *(iii)* 1926; Noble 1902; Norma 1916/17; North American 1948; North-western 1904.

## GENERAL NOTES

N.B.—further name for Ceirano (see Note 4). NEFTEL, NEW ENGINE, NEW LEADER—see Rainier, N.E.C., *(ii)* Leader. NEW PARRY, NEW PICK, NO-NAME—see Parry, Pick, Horley. N.A.F., N.W.F.—see Nesselsdorf.

<sup>1</sup> Body-supported, rear-mounted, 5-cyl. radial air-cooled.



*A Key to the Numbers in Brackets (1-7), Additions (cases where abbreviated entries are necessitated or deemed adequate) and General Notes may be found on page 119*

US	Oakland (1).—Oakland M.C. Co.—900, Oakland Ave., Pontiac, Mich.	1907-1932
F	Octo. <sup>1</sup> —L. Vienne.—106, Ave. Marceau, Courbevoie (Seine).	1920-1928
GB	O.D.—O.D. Cars, Ltd.—“Dunmore”, Antrim Rd., Belfast, Ireland.	1921-1925
US	(ii) Ogren.—Chicago.	1912-1917
US	(iii) Ogren.—Ogren M.C. Co.—Milwaukee, Wis.	1916-1922
GB	Ogston.—(aflds. Deemster, q.v.).	1914
US e	(i) ‘Ohio’.—Ohio M.C. Co.—Cincinnati.	1900-1910
US	(ii) ‘Ohio’.— <i>Jewel Carriage Co.</i> ; <i>Ohio M.C. Co.</i> ; Crescent Motor Co.—Cincinnati.	1909-1915
US e	(iii) ‘Ohio’.—Ohio Electric Car Co.—Toledo.	1910-1918
US	(iv) ‘Ohio’. <sup>2</sup> —Ohio M.C. Co.—Carthage.	1915-1916
US	Ohio Falls. <sup>3</sup> —Ohio Falls Motor Co.—New Albany, Ind.	1911-1913
JAP	Ohta.—Ateliers Kotsuku.—Tokio.	1920 to date
GB	Oilmobile.—English Motor Co. (2).—3, Hanover Court, London, W.C.	B
CS	Oka.— <i>Alfred Kunze</i> ; Reichenberger Aut. Fbk.—Rosen-thal, Reichenberg.	F
US	Okey.—Okey M.C. Co.—Columbus, O.	1902-1908
US	Oldfield.—Oldfield (3) Motor Corp.—Los Angeles.	1917-1923
GB	Old Mill.—Albert Lambourne.—Old Mill Works, Dyke Road Drive, Brighton.	1915
US e, p	Oldsmobile.—Olds Motor Works.—53, <i>Concord Ave.</i> , <i>Le Detroit</i> ; Grand River, Lansing, Mich.	1896 to date
I	Olivieri.—Eugenio Olivieri.—Palerme, Sicile	B
GBC	Olympia.—Olympia Motors Proprietary, Ltd.—Lonsdale St., Melbourne, Victoria.	1930-1948
US	(ii) Olympian.—Olympian Motors Co.—Pontiac, Mich.	1917-1921
I	O.M.—Officine Meccaniche, S.A.—9, Borgo S. Eustac-chio, Brescia; Suzzara.	1918-1948
US	‘Omaha’.—Omaha M.C. Co.—(Neb.)	1912-1913
F	(i) Oméga.—Automobiles Oméga-Six.—48, Rue de la Mairie; 45, Rue de Silly, Boulogne-s/Seine.	FH
D	(ii) Omega.—Fritz Hüttner, Omega Kleinautofbk.—Paulstr., Berlin, N.W.	F
CS	(iii) Omega.—Omega Fahrrad & Motoren G.m.b.H.—Premier Werke, Eger (Bohême).	F
GB	(iv) Omega.—W. J. Green, Ltd.—Omega Works, Swan Lane, Coventry.	1926-1927
D	Omikron.—Omikron-Kleinautobau, G.m.b.H.—Charlot-tenburg, Berlin.	FG
NL	Omnia.—Houwing & Co.—Voorburg.	D

<sup>1</sup> Vitessees progressives.

<sup>2</sup> Also a name for 1899 Packard.

<sup>3</sup> Succdg. Jonz.

—OWEN SCHOENECK

GB	One of the Best.—Adams & Co.—30, Monson Colonnade, Tunbridge Wells.	1905–1906
F	Onfray.—Cie. Frçse. des Cycles et Automobiles.—7, Rue Darboy; 6, R. Francoeur, Paris.	1901 to C
US	Only.—Only Car Co.—New York (N.Y.); Pt. Jefferson.	1909–1915
GB	Onward.—C. F. Miles.—417, Brighton Road, Croydon.	1902 to D
F	O.P.—Automobiles O.P.—17, Rue de Corneille, Lev.-Perret.	F
D	Opel.—Adam Opel (now unit of General Motors), A.G.—Rüsselsheim, Hesse.	1899 to date
I	Opes.—Turin.	1946
GB e	Oppermann.— <i>Carl Oppermann</i> ; Brit. Electromobile Co., Ltd.—98, Tollington Park, N.; Wynyatt Street, Clerkenwell; Underhill Street and Arlington Road, Camden Town, N.	1901 to C
F	Optima.—Schmitt et Cie.—St. Quentin (Aisne).	D
F	Orel.— <i>M. Andru</i> ; Automobiles Orel.—130, Rue de St. Germain, Argenteuil (Seine-et-Oise).	BD
D	(i) Orient; <sup>1</sup> Express.—Bergmann's Industrierwerke (Waffen-fbk.).—Gaggenau.	1899 to D
GB	Orma.—William J. Fallin.—Heath Street, Hampstead, N.W.	BC
US s	Ormond.—United Motor & Vehicle Co.—Boston, Mass.	1904–1905
GB	'Orpington'.—Smith & Milroy, Ltd.—High Street, Orpington, Kent.	1920–1924
US	Orson.— <i>Orson Automobile Co.</i> ; Drenco Machine Co.—New York; Springfield.	1911–1914
D	Oryx.—Oryx Motoren Werke.—Reinickendorf, Berlin.	CD
GB	Osborne.—King's Motor & Cycle Works.—Wimborne, Dorset.	BC
I	O.S.C.A. <sup>2</sup> —Fratelli Maserati.—Bologne.	1946 to date
DA	Ost. <sup>3</sup> —Motorenwerk Ost.—Oliva, Danzig.	FG
I	O.T.A.V. (or Turkheimer) (4).—Officine Turkheimer Automobili e Velocipedi.—Turin.	1901–1914
F	(i) Otto.—Société Générale des Voitures Automobiles Otto.—Rue Lecourbe, Paris (XVe).	AD
US	(ii) Otto.—Otto Gas Engine Wks.—Philadelphia.	1909–1912
US	Ottokar.—Otto Konigslow Manufacturing Co.—Cleveland, Ohio.	1903 to C
US	Otto-mobile.—Holly Motor Co.—Mt. Holly, N.J.	1911–1912
US	Overland (sometime Willys Whippet).— <i>Standard Wheel Co.</i> , <i>Terre Haute</i> ; <i>The Overland Co.</i> , <i>Indianapolis, Ind.</i> — <i>Willys-Overland Co.</i> , Toledo.	1939 to N
US s	Overman (or Victor).—Overman Automobile Co.—Chicopee Falls, Mass.	1899–1902
US	'Owego' ('O-we-go!') Cyclecar.—O-We-Go Car Co.—(N.Y.) (5).	1914–1915
GB	(i) Owen (6).—Orleans Car Co.—Birmingham.	1899–1935
US	(ii) Owen.— <i>Ralph Owen</i> ; Owen Motor Car Co.— <i>Le Détroit, Mich.</i> ; Toledo, Ohio.	1910–1914
US	(iii) Owen Schoeneck.—The Owen Schoeneck Co.—Chicago, Ill.	about 1915–1916

<sup>1</sup> Friction drive—see also (i) Waltham.

<sup>2</sup> 152 m.p.h. sports.

<sup>3</sup> Ost and Farnag were Danzig cars.

**OWEN MAGNETIC—**

- |      |  |           |
|------|--|-----------|
| us   | (iv) Owen Magnetic (7).—Baker, R. & L. Co.—Cleveland, Ohio, and other addresses. | 1915–1916 |
| us s | (i) Oxford. <sup>1</sup> —Oxford Automobile Co.—Boston, Mass.; Augusta, Maine.   | 1900 to B |
| us   | (ii) 'Oxford'.—W. H. Radford.—(Mich.)  | 1905–1906 |

<sup>1</sup> Also variety of Morris.

## KEY TO NUMBERED COMMENTARY

- 1 Now (iii) Pontiac. Engine ran anti-clockwise.
- 2 Whether mfrs. or importers was a contested point in 1903, but no US car of this name can be traced.
- 3 Barney Oldfield was well-known racing driver 50 years ago.
- 4 V-twin air-cooled, twin belt drive, possibly of Swiss origin, but associated with F.J.T.A. in 1908.
- 5 Owego, Tioga County; not Oswego, Oswego County.
- 6 One of the perennial mysteries of the trade. We insert "Birmingham" as a matter of form and through habit, but Mr. Pollitt declares there is no such factory. See note regarding Orleans.
- 7 Entz magnetic transmission across air gap. It is not clear which of these cars was made in 1911 by R. M. Owen & Co., of Lansing, Mich. Early model said to date from 1893—*cf.* (i) Magnetic, Orleans (below).

## ADDITIONS

*(cases where abbreviated entries are necessitated or deemed adequate)*

- S: Ormen Lange ("le grand serpent") 1905.  
US: Obertine 1915; O'Connell 1928; *s* Ofeldt 1899; Offenhauser 1934; (i) Ogren 1907; Old Reliable 1926; (i) Olympian 1897; Olympic 1922; Omort 1927; *s* Ophir 1901; 'Oregon' 1916; *s* Overholt 1912; Owen-Thomas 1907/08.

## GENERAL NOTES

OAKMAN—name for Hertel after 1897. OBUS, ORION, ORLEANS—*vide* Souriau, Hagen, (i) Owen. (Orleans was apparently made to order only; the writer has never seen either car. Alternative address would be as Lococar, Birmingham being thought unlikely. Reason to suspect (i) Owen is US, com. 1899.)



*A Key to the Numbers in Brackets (1-16), Additions (cases where abbreviated entries are necessitated or deemed adequate) and General Notes may be found on page 126*

US	(i) Pacific.—Pacific M.V. Co.—Oakland, Calif.	1904
US	Packard.— <i>New York &amp; Ohio Co.</i> (1).—Warren, Ohio; Packard Motor Car Co.—Le Détroit.	1899 to date
US	Pagé.—The Victor W. Pagé Motors Corporation.—Fairview Avenue East, Stamford, Conn.	1923-1924
US	Page.—Page Gas Engine Co.—Adrian, Mich.; Providence, R.I.	1906-1909
US	Page-Toledo (succeeding Page).—Toledo Motor Co.—Toledo, Ohio.	1910-
US	Paige (2).—Paige-Detroit Motor Car Co.—21st St., Le Détroit, Mich.	1908-1927
GB	Palladium (3).—Palladium Autocars.— <i>Normand Road, W. Kensington</i> ; Felsham Road, Putney, S.W.	1912-1925
GB	Palm.—Palmerston Engineering Works.—Boscombe, Bournemouth.	-1923-
US	Palmer; Palmer-Singer.— <i>Palmer Auto. Mfg. Co.</i> ; Singer Motor Co.— <i>Cleveland, Ohio</i> ; Long Island City; Mount Vernon, N.Y.	1905-1906 1906-1914
US	Palmer-Moore.—The Palmer Moore Co.—Syracuse, N.Y.	1905 to E
US	Pan.— <i>Sam C. Pandolfo</i> ; Pan Motor Co.—St. Cloud, Minn.	1918-1921
US	(i) Pan-American.—The Pan-American Motor Co.—Mamaroneck, N.Y.	1901-1904
US	(ii) Pan-American. <sup>1</sup> —Pan-American Motors Corp.—Chicago; Decatur (Ill.).	1916-1922
US	Panda.—Small Cars, Inc.—Kansas City, Mo.	1956
F	Panhard.—Panhard et Levassor; Sté. Anon. des Ans. Ets. Panhard et Levassor.—83, Rue Ernest Renan, Reims; 19, Ave. d'Ivry, Paris (XIIIe).	1889 to date
F	Panthère (Cycl.).—57, Boulevard de Grenelle, Paris (15e).	F
F	Pantz.—Charles Pantz.—Pont-à-Mousson (M.-et-M.).	A to 1907
F	Papillon.—Société des Automobiles Françaises.—Paris.	1904 to C
US	(i) Paragon.—Detroit Auto. Mfg. Co.—Detroit, Mich.	1905-1907
GB	(ii) Paragon.—K. Portway & Co.—Cressing Road, Braintree, Essex.	-1914-
US	(iii) Paragon.—Paragon M.C. Co.—Cumberland, Md.	1922-
US	(i) Paramount.—Paramount Motors Corp.—Los Angeles.	1922-1924
GB	(ii) Paramount.—Paramount Cars (Leighton Buzzard), Ltd.—Camden Wharf, Linslade, Bucks.	1950 to date
US	Parenti.—Parenti Motors Corp.—Buffalo, N.Y.	1920-1922
B s	Paridant.—Sté. des Voitures à Vapeur Paridant.—Paris.	1903-
GB s,e	(i) Parker. <sup>2</sup> —Thos. H. Parker; Wearwell Motor Carr. Co.—Thomas St., Wolverhampton.	1899-1902
GB	Parnacott.—A. E. Parnacott.—Penge Lane, Penge, Surrey.	1914 & 1921

<sup>1</sup> Form. 'Chicago'.

<sup>2</sup> 4-whl. steering.

—PENNSYLVANIA

GB	Parr.—J. Parr & Co., Ltd.—61/65, Friar Lane, Leicester.	1901 to C
US	Parry; New Parry.— <i>Parry Auto. Co.</i> ; Pathfinder Motor Car Mfg. Co.—Indianapolis, Ind. (Parry 1910/11; New Parry 1912).	1910–1912
US <sup>e</sup>	Parsons.—Cleveland, Ohio.	1905–1906
US	Partin-Palmer.—Commonwealth Motors Co.—West Madison Street, Chicago, Ill.	1914–1917
F	Pascal.—Automobiles Pascal.—197, Rue Marcadet, Paris (18e).	B
F	Passe-Partout (4).— <i>Sté. des Autos. Le Passe-Partout.</i> —18, Ave. de la Révolte, Neuilly; Automobiles Reyrol.—17/23, Rue Louis Blanc, Levallois-Perret.	1908–1926
F	Passy-Thellier.— <i>E. Mendelssohn et Cie.</i> ; Société Passy-Thellier.—5, Boulevard Bineau, Levallois, Paris.	BC
US	Paterson.—The W. A. Paterson Co.—Flint, Mich.	1908–1925
US	Pathfinder. <sup>1</sup> —Pathfinder Motor Car Manufacturing Co.—Indianapolis, Ind.	1911–1918
F	Patri.—Etablissements Patri.—80, Avenue des Ternes, Paris (17e).	F to 1925
■	Patria.—Patria Automobilwerke.—Matyas ter, Budapest.	F
US	Patriot; Patriot-Revere.—Patriot Mfg. Co.—Havelock, Neb.	1920–1926
US	Patterson-Greenfield.—C. R. Patterson & Sons.—Greenfield, O.	1916–1918
F	Paulet.—Sté. Mécanique du Rhône.—4, Boulevard Michelet, Marseille.	F to 1925
US <sup>s</sup>	Pawtucket.—Pawtucket Steam Boat Co.—Providence, R.I.	1901–1902
F	Pax.—Automobiles Pax.—Suresnes, Paris.	1909
GB	Paydell.—Paydell Engin'g Co.—The Hyde, Hendon.	—1924—
GB	Payze.—Payze Light Car Co., Ltd.—Cookham, Berks.	1920–1921
GB	P.D.A.—Pickering, Darby & Allday, Ltd.—Birmingham.	—1913—
GB <sup>s</sup>	Pearson-Cox.—Pearson & Cox.—Shortlands, Kent.	1908–1916
US <sup>s,p</sup>	Peerless.—Peerless Motor Car Co.—Lisbon Street, Quincy Street and 93rd Street, Cleveland, Ohio.	1900–1932
E	Pegaso (5).—Wilfredo Ricart; Empresa Nacional de Automóviles, S.A.—Cra. de Ribas, Barcelone; Barajas de Madrid, Vieille Castille.	1951 to date
D	Peka.—Peka Fahrzeugfbk.—Blumenstrasse, Dresde.	F
GB	Pelham.—Stevens Motor Mfg. Co. (Ltd.). <sup>2</sup>	1904–1905
F	(ii) Peltier. <sup>3</sup> —M. Peltier.—Montain (Jura).	1948
F	Penelle.—C. Penelle.—20bis, Ave. Thiers, Melun (S.-et-M.).	1900–1901
US	Penn.—Penn Motors Co.—Pittsburgh et Philadelphie.	1911–1913
US	Pennington (6).—E. J. Pennington.—Cleveland, Ohio.	1893 to B
US	'Pennsy'.—Pennsy Motors Co.—Pittsburgh, Pa.	1916–1919
US <sup>s</sup>	(ii) 'Pennsylvania'.—Pennsylvania Steam Vehicle Co.—(Carlisle.)	B
US	(iii) 'Pennsylvania'.—Pennsylvania Auto-Motor Co.—(Bryn-mawr.)	1907 to

<sup>1</sup> Also model of (iii) Pontiac and of Riley.

<sup>2</sup> Possibly made at Pelham St., Wolverhampton.

<sup>3</sup> Weight 275 lb.



# PENZA—

R	Penza.—Autotrust, Moscou.—Usine Succursale No. 7, Serpukov, Moscou.	G to date
US	People's.—People's Automobile Co.—Cleveland, Ohio.	1901 to
US	Perfection.—Perfection Automobile Works.—South Bend, Ind.	1906–1908
US	(i) Perfex.—The Perfex Co.—East Jefferson Street, Los Angeles.	1912–1914
GB	(ii) Perfex.—Perfex Mfg. Co., Ld.—35, Holderhurst Road, Bournemouth.	1920–1921
A	Perl.—Automobilfabrik Perl, A.G.—Liesing, près Vienne, Autriche.	1907 to date
F	La Perle.—Lefèvre.—93, Rue du Château, Boulogne s/Seine.	1921–1925
F	Perreau.—3, Ave. de la République, Epinay s/Seine.	1923–1925
GB	(x) Perry.—Perry Motor Co., Ld.—Tyseley, Birmingham.	1913–1916
D	Peter-Moritz.—Autowerke Peter u. Moritz, A.G.—57, Weissenfelderstrasse, Naumburg (Saal); Zeitz (Saxe).	F
US	Peters.—Peters M.C. Co.—Bethlehem, Pa.; Trenton, N.J.	1921–1922
US	Petrel.—Filer & Stowell Co.; Petrel Motor Co.—Milwaukee; Kenosha (Wis.).	1908–1912
F	Peugeot.— <i>Les Fils de Peugeot Frères</i> ; Sté. Anon. des Autos. et Cycles Peugeot.—Levallois-Perret; Issy-les Moulineaux; Fives-Lille; Hérimoncourt; Audincourt; Valentigney; Sochaux-Montbéliard; La Garenne.	1889 to date
PL	Pfa.—Poznanski fabryka Automobile.—Liwoninsza-pl., Posen.	F
D	Phänomen; Phänomobil.—Gustav Hiller, A.G.—Phänomenwerke, Zittau (Saxe).	1912 to G
F	(i) Phébus.—Noé Boyer et Cie.—Suresnes, Paris.	B
F	(ii) Phébus (cycl.).—12, Ave. du Parc, Lyon (Rhône).	F
US	Phelps (7).— <i>Phelps Motor Co.</i> ; Shawmut M.C. Co.—Stoneham, Mass.	1903–1908
F	Phénix.—Automobiles Phénix.—10, Rue de Paris, Puteaux (Seine).	D
US	Phiannä.— <i>Phianna Motors Co.</i> —Newark, N.J.; M. H. Carpenter, Long Island City, N.Y.	1917–1920
F	Philos.—Sté. An. Nouvelle des Ets. Philos.—16, Rue Louis, Montchat, Lyon.	1914–1923
US e	Phipps.—Phipps-Grinnell Auto. Co.—Le Détroit.	1911–1913
US	(i) Phoenix.—Phoenix Motor V. Co.—Cleveland, Ohio.	1900–1901
GB	(ii) Phoenix.— <i>J. van Hooydonk; Blundell Street, Caledonian Road, London, N.</i> —Phoenix Motors, Ld., Letchworth.	1903–1928
F	Phrixus.—Cyclecars Phrixus.—17, Rue de Cormeille, Levallois-Perret.	1921 to G
CH	Piccard-Pictet; 'Pic-Pic'—Piccard, Pictet et Cie.—(Pic-Pic 1—126, Rte. de la Révolte, Levallois-Perret); Route de Lyon, Genève.	B to 1920
D	Piccolo.—Apollo Werke, A.G.—Apolda (Thür.); Markranstädt (Saxe).	FH
GB	Pick; New Pick.—Blackfriars Motor & Engin'g Works; Pick Motor Co., Ld.—Stamford, Lincs.	1900–1925
US	Pickard.—Pickard Bros. Mfg. Co.—Brockton, Mass.	1908–1912 *

\* to 1925.

\* Most lists say com. 1911.

CH	Picker-Moccand.—L. Picker, Moccand et Cie.—Chêne-Bougeries.	1904—
US	Piedmont.—Piedmont Motors.—Lynchburg, Virginie.	1918–1922
B	Pieper.—Sté. des Etabs. Pieper.—Nessonvaux; Rue des Bayards, Liège.	1900 to D
US	(i) Pierce (Arrow).— <i>George N. Pierce Co.</i> <sup>1</sup> —Pierce Arrow Motor Car Co.—Cleveland, Ohio; 18, Hanover Street, Buffalo; Le Détroit, Mich.	1901–1938
US	(ii) Pierce; Pierce-Racine.— <i>Pierce Motor Co.</i> ; Pierce-Racine Co.—22nd Street, Racine, Wis.	1903–1909
F	Pierron (also Mass).—L. Pierron.—181, Rue Armand-Sylvestre; 26, Boulevard de la Mission-Marchand, Courbevoie (Seine).	1912–1923
F	(i) Pilain; S.L.I.M.—Société Lyonnaise de l'Industrie Mécanique et Autos Pilain.—50, Rue de l'Abondance, Lyon; 5, Chemin du Vallon, Caluire, Lyon.	1903–1929
F	(ii) Pilain.—E. Pilain.—1, Rue Vergniaud, Levallois.	1930 to H
GB	(i) Pilgrim.—Pilgrim's Way Motor Co., Ltd.—Farnham, Surrey.	1907–1915
US	(ii) Pilgrim.—Pilgrim Motor Car Co.—Detroit, Mich.; Boston; Bridgeport, Conn.	1914–1916
US	Pilliod.—Pilliod Motor Co.—Toledo, Ohio.	1915–1918
US	(i) Pilot.—Pilot Motor Car Co.—Richmond, Indiana.	1909–1925 <sup>a</sup>
GB	(ii) Pilot. <sup>3</sup> —Pilot Motors, Ltd.—21a, Loudoun Road, St. John's Wood, N.W.	1910–1914
D	(iii) Pilot.—Pilot-Wagen, A.G.—Bannewitz.	FG
B	Pinart.—Ernest Pinart.—Rue des Coteaux, Bruxelles.	AB
US	(ii) Pioneer.—Pioneer Car Mfg. Co.—El Reno; Oklahoma City (Okla.).	1909–1911
B	Pipe.— <i>Compagnie Belge de Construction Automobile. Danneels, Gand</i> ; 8–10, Rue Ruysdael; Sté. Anonyme des Usines Pipe.—Chaussée de Mons, Zuen, Bruxelles.	1898 to G
GB	Pitt.—Pitt Yorkshire Machine Co.—Liversedge.	1902 to
US <sup>e</sup>	(i) 'Pittsburgh' Electric.—Pittsburgh M.V. Co.—(Pa.)	1896–1899
US	(ii) 'Pittsburgh'.—Fort Pitt Motor Mfg. Co.—New Kensington, Pa.	1909–1910
F	Pivot.—Automobiles Pivot.—222, Rue de Rivoli, Paris.	BC
US	Planche; Roebling-Planche.— <i>The John A. Roebling Co.</i> ; <sup>4</sup> Roebling-Planche Co.—Trenton, N.J.	1906–1909
GB	Planet.—Automobile Engineering Co., Ltd.—Clapham Road, S.W.	B
US	Playboy (8).—Playboy M.C. Corp.—Buffalo, 8.	1947–1949
GB	Pleasure.—Sidney H. Prior.—Highfield Cycle Works, Oxford.	BC
D	Pluto.—Pluto A.-Gest.—13, Potsdamerstrasse, Berlin.	F
US	(i) 'Plymouth'.—Plymouth Motor Truck Co.—(Ohio.)	1910–1911
US	(ii) Plymouth.—Chrysler Motor Co.—Highland Park, Le Détroit, Mich.	1929 to date
B	P.M.—Sté. Auto-Mécanique P.M.—22, Rue Gilles-Galler, Sclessin, Liège.	BG

<sup>1</sup> Bird-cage mfrs. Hence jokes about "fierce sparrow".

<sup>2</sup> Most lists say com. 1911.

<sup>3</sup> Friction drive.

<sup>4</sup> Well-known wire mfrs.

**P.M.C.—**

GB	P.M.C.—Premier Motor Co., Ltd.—Aston Road, Birmingham.	—1913—
US	Pneumobile.—Cowles-McDowell Pneumobile Co.—Chicago; Anderson (Ind.).	1914–1915
R, PL	Pobieda (9).—Usine Molotov.—Gorki, Russie; Zeran, Pologne.	1945 to date
D	Podeus.— <i>Paul H. Podeus</i> ; Maschinenfbk. Podeus, A.G.—Lindenstr. Wismar.	DG
B	Poirion.—Léon Poirion.—Rue de Nimy, Mons.	D
D	Polymobil.—Polyphon (Musik-Werke) A.G.—Wahren, Leipzig.	BD
US	Pomeroy (10).—Aluminum Mfrs., Inc.—Cleveland, O.	1922–1926
US	Ponder.—Ponder Motor Manufacturing Co.—Shreveport, Louisiane.	1916–1923
F	La Ponette.— <i>G. Granvaud</i> ; S.A. des Autos La Ponette.—Rte. de Versailles, St. Rémy, Chevreuse (S.-et-Oise).	1909–1925
US	(i) 'Pontiac'.—Pontiac Spring & Wagon Wks.—(Mich.)	1902 to
US	(ii) 'Pontiac'. <sup>1</sup> —Pontiac Motor Vehicle Co.—(Mich.—106, Franklin St.)	1906–1908
US	(iii) 'Pontiac'.—Oakland Motor Car Co.—(Mich.)	1926 to date
US	Pope (11).—Pope Motor-Co.—Toledo, Ohio.	1901–1909
US	Pope Tribune.—Pope Manufacturing Co.—Hartford, Conn.; Hagerstown, Md.	1905–1907
US e	Pope-Waverley.—Pope M.C. Co.—Indianapolis.	1903–1909
?GB (12)	Populaire.—McNeil, Hutchinson & Co.—Manchester.	BC
D	Porsche.—Dr. F. Porsche.—Stuttgart.	1950 to date
US s	(i) Porter.—Porter Automobile Co.—Tremont Bldg., Boston, Mass.	1900 to
US	(iii) Porter (13).—American & British Mfg. Corpn.—Bridgeport, Conn.	1919–1922
F	Porthos.—Société Générale des Automobiles Porthos.—Rue du Dôme, Billancourt.	1907 to D
US	(ii) 'Portland'.—Portland Cyclecar Co.—(Oregon.)	1914–1915
US	Postal.—Postal Auto & Engine Co.—Bedford, Ind.	1907–1908
US	Power Car.—Power Car Auto Co.—Cincinnati, O.	1909–1912
GB	Practical.—John Lound.—Attercliff Common, Sheffield; Kingston-on-Hull.	BC
US	Prado.—Prado Motors Corpn.—New York, N.Y.	1920–1922
CS	Praga.—Českomoravská Kolben-Danek.—Lieben, Prague, Xe, Bohème.	C to 1947
US	Pratt.—Elkhart Carriage & Harness Manufacturing Co.—Elkhart, Ind.	1911–1914
US	(i) Premier (14).—Premier Motor Corpn.—Georgia St., Indianapolis.	1903–1927
GB	(ii) Premier.—Premier Motor Co., Ltd.—Aston Road, Birmingham.	B to 1913
GB	(iii) Premier.—Coventry-Premier, Ltd.—Coventry.	1913–1923
US	Premocar.—Preston Motors Corpn.—Birmingham, Ala.	1920–1922
US s	Prescott.—Prescott Automobile Co.—Passaic, N.J.	1900–1905
D	Presto.— <i>Gesellschaft Gunther; Prestowerke</i> , A.G. (puis N.A.G.).—Scheffelstrasse, Chemnitz.	BH

<sup>1</sup> Friction drive.

—PYRAMID

D	Priamus.— <i>Uren, Kotthaus et Cie.</i> ; Möllenkampwerke, A.G.—Sulz et Zollstock, Cologne.	1908 to G
US	Pridemore.—Pridemore Machine Works.—Northfield, Minn.	1914 to
F	Prima.— <i>Léon Lefèbvre</i> ; S.A. des Autos Prima.—110, Rue des Bois, Levallois-Perret.	1906, 1908
US	Primo.—Primo Motor Co.—Atlanta, Ga.	1906–1915
GB	(i) Primus.—Primus Motor Works.—494, Loughborough Junction, S.E.	B
I	(ii) Primus.—Società Primus.—Asti, Alexandrie.	D
JAP	(iii) Prince.—Cie. d'Automobiles Prince.—Tokio.	K to date
GB	Princeps.—Princeps Autocar Co.—Northampton.	1902 to
US	(iii) Princess.—Princess Motor Car Co.—Bellevue Avenue, Le Détroit, Mich.	1914–1917
GB	(iv) 'Princess'.—Streatham Engin'g Co., Ltd.—47, Streatham Hill, S.W.2.	–1923–
US	Princeton.—Durant Motors, Inc.—Muncie, Ind.	–1923–
GB	Priory.—Priory Motor Co., Ltd.—Dale Street and Cope Street, Coventry.	B
GB e	Pritchetts & Gold.—Pritchetts & Gold, Ltd.—Feltham, Middlesex.	1903 to C
F	Le Progrès.—“Le Progrès”, Socété. Anonyme.—Ave. de la Gare, Vervins (Aisne).	1902
GB	(i) Progress.— <i>Progress Cycle Co., Ltd.</i> ; Progress Motor Co.—Bishopsgate Green, Coventry.	1899 to C
GB	(ii) Progress (3-wlr.).—Haynes Economy Motors, Ltd.—Blake Street, Manchester.	–1934–
US	'Prospect'.—Wottring Bros.—(Ohio.)	1902 to
F	Prosper-Lambert (15).—Sté. Prosper-Lambert.—8, Rue de Cherbourg, Nanterre.	1901–1906
GB	Prosser.—Prosser Automobile Co., Ltd.—Water Street, Snow Hill, Birmingham.	1921–1922
D e, p	Protos.— <i>Protos Automobil Gest., G.m.b.H.</i> (puis N.A.G.). 38, Grossgörschenstr., Berlin; Siemensstadt; Reinickendorf.	1898 to date
GB	Provincial.—Provincial Electric Construction Co., Ltd.—Brownlow Hill, Liverpool.	BC
F	Prud-homme.—Etabls. Prud'homme.—54–58, Rte. de Vitry, Ivry-Port (Seine).	1907
F	Prunel.—Sté. des Usines Prunel.—4, Rue de Paris, Puteaux (Seine).	BC
US	Publix (Minicar).—Publix M.C. Co.—Buffalo, N.Y.	1947–1948
A	Puch.— <i>J. Puch, A.G.</i> ; <i>Austro Daimler Puchwerke, A.G.</i> ; Wiener-Neustadt; Gratz.—Steyr-Daimler-Puch, A.G.	B to date
US	Pullman.—(York) Pullman Motor Car Co.—York, Pennsylvanie.	1906–1917
US	Pungs-Finch.—Pungs-Finch Auto & Gas Engine Co.—Le Détroit.	1902–1905 (16)
US s	(i) Puritan.—Locke Regulator Co.—Salem, Mass.	1902–1903
B	(ii) Pygmée. <sup>1</sup> —L'Automobile (Système Pygmée).—10, Rue Bonne Terre, Bruxelles.	B
GB	(x) Pyramid.—Payne's Engin'g Co.—Hogarth Lane, Chiswick, London, W.	1914

<sup>1</sup> Léo Pygmée construisait en 1896.

## KEY TO-NUMBERED COMMENTARY

- 1 Electric lamp manufacturers. This was America's first 12-cyl. (1915).
- 2 And Paige-Detroit, afts. Graham-Paige. 3-cyl., 2-cycle. See also Jewett.
- 3 Early example of divided radiator. Orig. wks. at Puteaux (France) and Twickenham.
- 4 Some had de Dion engine. A few years earlier, a Dr. Lehwess provoked much caustic comment over his world tour with a specially equipped Panhard so named.
- 5 8-cyl. coûteuse, faite dans l'anc. usine Hispano.
- 6 Some had rear-whl. steering. "The Raft", innocent of mudguards, had horizontal flywheel and rope drive, declared successful by Pennington, whose name made much stir in early days.
- 7 3-cyl. As with early Daimler and Cupelle, body was hinged to swing upwards.
- 8 Fluid drive. Also rakish 1926 model of Jordan.
- 9 Ou (iv) Victory ou La Victoire. En Pologne, se nomme Varsovie.
- 10 Light metal design. Spelling "Pomroy" incorrect, but may apply to a make of 1902.
- 11 Or Pope-Toledo. In 1905 every vehicle was guaranteed to do 60 m.p.h. Pope Manufg. Co. was 1878 cycle firm, and the Colonel's other ventures included "Pope Motor" (1903), Hartford and several others—*cf.* (i) Columbia, Robinson, Waverley—but insolvency followed the Big Slump of 1907/08.
- 12 Perh. more likely an imported Cottureau or de Dion.
- 13 Subject to some doubt whether identical with (ii) Porter.
- 14 Form. air-cooled, and had electrically assisted gear-box and "only" aluminium engine (1920).
- 15 Puis Jean Bart (qui naquit cependant à Dunkerque).
- 16 All lists but Glasscock say com. 1904.

## ADDITIONS

*(cases where abbreviated entries are necessitated or deemed adequate)*

- D: Pawi 1921.
- F: Parent 1920/21; Parisia 1907; Parvula 1908; (i) Peltier 1908; Henri Plée 1927; La Poupée 1913; 1920.
- GB: Pelican Motor Rickshaw 1955; *pe* Pet-lec 1947; (i) Portland 1913; (i) Princess 1900.
- GBC: (i) Pioneer (first Australian car) 1897.
- I: (ii) Prince 1922.
- MEX: Parada 1954 to date.
- US: (ii) Pacific cycl. 1914; Packers 1911; Panther 1909; (ii) Parker 1919; Parkin 1903; Partin 1913; *e* Pellitier 1906; (i) 'Pennsylvania', B; P.E.T., 1913; Peter Pan 1914; La Petite 1905; (x) Pioneer 1914; *s* Piper-Tinker, B; Piscorski 1901; (iii) 'Pittsburgh' (Pa.) 1912; Polo 1927; Pomroy 1902; Poppy Car 1917; 'Port Huron' (Mich.) 1922; Preferred 1920; (i) Prince 1902; (ii) Princess 1905.

## GENERAL NOTES

PAQUIS, PAYNE-MODERN—see S.U.P., Modern. PEGASUS—English name for Ader. PETTER—*vide* Seaton-Petter. LA PLATA—unidentified make sold GB in 1903. LA PLUS SIMPLE, (ii) PORTER, POWERFUL—*vide* Legros, F.R.P., (i) Electromobile. PETRO-MOBILE—see Kidder. PRESTON—*vide* Premocar. P.T.L.—name for British Serpomet.

# Q

*Additions (cases where abbreviated entries are necessitated or deemed adequate) may be found below*

GB	Q.C.—Horner & Sons.—Mitre Square, Aldgate, E.	BC
GB	Quadrant. <sup>1</sup> —Quadrant Cycle Co., Ltd.—Lawley Street, Birmingham.	1904–1915
GBC	(i) Queen. <sup>2</sup> —Queen Cycle & Motor Co., Ltd.—Toronto.	—1901–
US	(ii) Queen.—C. H. Blomstrom Motor Co.—Detroit, Mich.	1904–1907
US	Quick.—Quick Manufacturing Co.—Paterson; Newark (N.J.).	1899–1900

## ADDITIONS

*(cases where abbreviated entries are necessitated or deemed adequate)*

US: Quinlan 1904.

<sup>1</sup> Three wheeler, originally twin-engined, but the two units were of different horse-power.

<sup>2</sup> Mr. D. Cameron Peck owns the only survivor.

# R

*A Key to the Numbers in Brackets (1-17), Additions (cases where abbreviated entries are necessitated or deemed adequate) and General Notes may be found on pages 134-135*

D	Rabemobil.—L. Rabe.—Ulzen, Luneburg.	D
US	R.A.C.—Diamond Autole. Co.—South Bend, Ind.	1911-1912
US <i>e</i>	Rae.—Rae Electric Vehicle Co.— <i>Cleveland, O.</i> ; Boston.	1905-1909
CS	R.A.F.—Reichenberger Automobil Fabrik.—Reichenberg-Rosenthal.	DF
GB	Railton.—Railton Cars.—The Fairmile, Cobham, Surrey.	1934-1949
US	Rainier (1).—Rainier Motor Car Co.—Flushing, N.Y.; Saginaw.	1905-1911
B	R.A.L.—Autoles. Rashin.—Liège.	1908-1914
GB	(i) Raleigh.—Raleigh Cycle Co., Ltd.—Lenton, Nottingham.	B; 1916; 1934-1936
US	(ii) Raleigh.—Raleigh Motors, Inc.—126, North Second Street, Reading, Pa.	1920-1922
F	Rally.—Automobiles Rally.—35/39, Rue du Bournard, Colombes (Seine).	1921 to H
US	Rambler (2).—The Thos. B. Jeffery Co.—Kenosha, Wis.	1900-1914; 1950
US	(x) Randall (3).—C. J. Randall.—San Jose, Calif.	1903-1905
GB	(ii) Ranger.—Ranger Cyclecar Co.—West Orchard, Coventry.	1914-1915
US	(iii) Ranger.—Southern M. Mfg. Assn.—Houston, Texas.	1920-1921
US	(i) Rapid.—Rapid M.V. Co.—Pontiac, Mich.	1899-1908
I	(ii) Rapid.—Società Torinese di Automobili Rapid.—Via Nizza, Turin.	BG
GB	Rapier. <sup>1</sup> —L.G. Motors (Staines) Ltd.—The Causeway, Staines, Middlesex.	1934-1939
F	Ratier.—97, Route de Châtillon, Montrouge (Seine).	G
GB	Rational. <sup>2</sup> —Heatly-Gresham Engin'g Co., Ltd.—Royston, Herts.	1904-1911
US <i>e</i>	Rauch & Lang.— <i>Rauch &amp; Lang Electric, Inc.</i> — <i>Chicopee Falls, Mass.</i> ; Baker-Rauch & Lang Co.—Superior Avenue, Cleveland.	1905-1928
F <i>s</i>	(i) Ravel. <sup>3</sup> —Joseph Ravel.—Neuilly (Seine).	1868-
F	(ii) Ravel.— <i>Sté. Anonyme des Autos. Louis Ravel.</i> —13, Rue de l'Eglise, Besançon (Doubs); 39, Rue Garnier, Neuilly-sur-Seine.	1923-1928
US	Rayfield.—The Rayfield Motor Car Co.— <i>Springfield and Chrisman, Ill.</i> ; Peru, Ind.	1911-1915
US	(i) Raymond.—Raymond Engin'g Co.—Hudson, Mass.	1912-1913
F	(ii) Raymond.—232, R. du Faubg. St. Honoré, Paris (8e).	F to 1925
US	R.C.H.— <i>Hupp Corpn.</i> ; R.C.H. Corporation.—Lycaste St., Detroit.	1912-1916
US	Read.—Read M.C. Co.—Detroit, Mich.	1913-1914

<sup>1</sup> Orig. variety of Lagonda.

<sup>2</sup> Sprung for solid tyres.

<sup>3</sup> The second automobile?

US	s	(i) 'Reading'. <sup>1</sup> —Steam Vehicle Co.—Reading, Pa.; New York; Meteor Engineering Co.—753, Cherry Street, Reading, Pa.	1900–1903
US		(ii) 'Reading'.—Middleby Auto Co.—(Pa.)	1912–1913
US		Real cycl.—H. Paul Prigg Co.—Converse, Ind.	1915
US		Reber.—Reber Manufacturing Co.—8th & Elm Streets, Reading, Pa.	1902–1903
US		(ii) Reeves.—Reeves Sexto-Octo Co.—Columbus, Ind.	1908–1912
F		(i) Régal.—O. C. Selbach.—20, Quai de Suresnes, Paris.	1903–
US		(ii) Regal.—(underslung).—Regal M.C. Co.—as R.M.C.	1908–1918
US		Regas.—Regas Automobile Co.—Rochester, N.Y.	1903–1905
F		(i) Regina.—Sté. l'Electrique.—17, R. Jean-Goujon, Paris (Xle).	1903–1908
F		(ii) Regina.—Autos. Regina.—12, R. Vauvenargues, Paris (XVIIIe).	F
D		Reissig.—Automobilwerk Reissig.—Reissig. près Plauen (Vogtland).	DG
A		Rekordmofil.—Rekordmobilwerk (Nowak)—Arthuberplatz, Vienne X.	F
US		Reliable; Reliable-Dayton (afterwards F.A.L.).— <i>Dayton &amp; Mashey</i> ; Reliable-Dayton M.C. Co.—Chicago.	1906–1909
US		Reliance.—Reliance M.C. Co.—Fort Street, Le Détroit, Mich.	1903–1907
GB		Reliant (4).—Reliant Engin'g Co. (Tamworth) Ltd.—Watling Street, Two Gates, Tamworth.	1952 to date
US	s	Remal-Vincent.—Oakland, Calif.	—1923—
F		Remi-Davignes.—Remi-Davignes et Cie.—6, Blvd. Richard Lenoir (Xle).	—1937—
US		Remington.—Reming M.C. Co.—New York, N.Y.	—1915—
US		Remmington.—Remmington Auto & Motor Co.—Kings-ton, N.Y.	1901–1904
F		Renault (5).— <i>Renault Frères</i> ; Sté. Anonyme des Usines Renault.— <i>Rue du Point-du-Jour</i> ; 8/10, Ave. Emile Zola, Billancourt (Seine); Clichy et St. Denis; 22, R. de l'Etoile, Le Mans (Sarthe); Flins (S.-et-Oise).	1898 to date
F		Renaux.—Société l'Energie.—Paris.	1901
US		R.E.O.; Reo ( <i>i.e.</i> "Ransom E. Olds").— <i>Reo Motor Car Co.</i> —S. Washington Ave., Lansing, Mich.	1904–1936
US		Republic.—Republic Motor Car Co.—Hamilton, Ohio; Tarrytown, N.Y.	1911–1914
I		Restelli.—Stà. Anona. Officine Meccaniche Isola Bella.—Milan.	F
US		Revere.—Revere Motor Company.—Logansport, Ind.; Chicago.	1917–1927
F		Revol.—J. F. Revol.—15, Rue de Bagneux, Fontenay-aux-Roses (6), près Paris.	F to 1925
GB		(i) Rex; Rex-Remo; Rexette.— <i>Birmingham Motor Manufacturing &amp; Supply Co., Ltd.</i> ; Rex Motor Mfg. Co., Ltd.—Earlsdon, Coventry.	1901–1911
D		Rex Simplex.—Richard & Hering, A.G.—Ronneburg (Saxe).	1900 to F
F		Reyrol.—Société des Automobiles Reyrol.—90, Rue du Bois; 17–23, Rue Louis-Blanc, Levallois-Perret.	1901–1931
F		R.H.—René Holbet.—18, Rue Brunel, Paris (17e).	F

<sup>1</sup> Also called Saracen.



# RHEMAG—

D	Rhemag.—Rhenania Motoren Fabrik, A.G.—Weikonsee, Berlin.	F
GB	Rhode (succ. Medea).—Rhode Motor Company.—Blythswood Road, Tyseley; Webb Lane, Hall Green, Birmingham.	1921–1935
US	Rhodes.—Grand Rapids, Mich.	1908–1909
GB	'Ribble'. <sup>1</sup> —Jackson & Kinnings.—Southport, Lancs.	1904 to D
E	Ricart.—Ricart y Pérez.—Barcelone.	1922–1928
E	Ricart-España.—Industria Nacional Metalúrgica.—6, Rembla Cataluna, Barcelone.	1928–1930
US	Richard. <sup>2</sup> —Richard Automobile Manufacturing Co.—Cleveland, Ohio.	1914–1920
F	Charles Richard.—Sté. des Moteurs et Autos. Charles Richard.—50, Rue Courtalon, Troyes (Aube).	AB
F	Georges Richard (Unic) (6a).— <i>Georges Richard et Cie.</i> ; Sté. Anon. des Autos. "Unic".—1, Quai National, Puteaux; Suresnes, Paris.	1904–1947
GB	(i) Richardson.—J. R. Richardson & Co., Ltd.—Gowts Bridge, Lincoln; Saxilby, Lincs.	1903–1907
GB	(ii) Richardson.—C. E. Richardson & Co., Ltd.—Aizlewood Road, Sheffield.	1919–1922
US	Richlieu.—Richlieu M.C. Corp. n.—Asbury Park, N.J.	1922–
US	'Richmond'.—Wayne Works.—(Ind.)	1908–1914
US	Rickenbacker (7).—Rickenbacker Motor Co.—Le Détroit, Mich.	1922–1927
	Ricordi.—Giuseppe Ricordi.—5, Via Quintino Sella; 9, Via Porta Tenaglia, Milan.	B
US	Riddle.—Riddle Mfg. Co.—Ravenna, Ohio.	1916–1926
US	Rider-Lewis.—Rider-Lewis M.C. Co.— <i>Anderson</i> ; Muncie (Ind.).	1908–1909
GB	(i) Ridley.— <i>John Ridley, 18, Ellys Road</i> ; Ridley Autocar Co., Ltd.—Upper Well Street, Coventry; Ridley Motor Co., Ltd., Paisley, Renfrew.	1901–1907
US e,p	Riker.—Riker Electric Vehicle Company.—Elizabethport, N.J.	1896–1901
GB	Riley.— <i>Riley Cycle Co., Ltd.—City Works</i> ; Riley (Coventry), Ltd.—Durbar Ave.; Cunard Works, Foleshill, Coventry; Abingdon.	1898 to date
US s	Riley & Cowley.—Riley & Cowley.—Brooklyn, N.Y.	—1902–
F	Rip.—Sté. Anon. des Voitures Automobiles Rip.—93, Rue de Lyon, Rive-de-Gier (Loire).	env. 1910–1912
US	Ritz.—Ritz Cyclecar Co.—New York City, N.Y.	1914–1915
F	R.M.—Cyclecars R.M.—70, Rue Pierre-Charron, Paris (VIIIe).	F
US	R.M.C.—Regal Motor Car Co.—606, Piquette Avenue, Le Détroit.	1908–1922
US	Roader.—Roader Car Co.—Brockton, Mass.	1911–1912
US	Roamer. <sup>3</sup> —Roamer Motor Car Co.—Kalamazoo, Mich.	1916–1927
GB	(i) Robertson.—Wm. Robertson & Sons.—Bell Street, Dundee.	B
GB	(ii) Robertson.—James Robertson.—147/9, Cross Street, Sale, Manchester.	D

<sup>1</sup> A Lancashire river.

<sup>2</sup> Price \$8,000—costly for those days.

<sup>3</sup> Succdg. Barley.

# —ROOTS

US	Robinson; Pope-Robinson.—Robinson Motor Vehicle Company, Hyde Park, Mass.; Pope-Robinson Co.—Elyria, Ohio.	1900–1904
GB	Rob Roy.—Kennedy Motor Co., Ltd.—Koh-i-Noor Works, Shettleston, Glasgow.	1922–1926
US	Roche. <sup>1</sup> —Clifton R. Roche.—Chicago; Los Angeles.	1920–1926
US s	'Rochester'.—Rochester Cycle Mfg. Co.—(N.Y.—Exchange Street.)	1901–1902
F	Rochet (Rochet-Petit).—Compagnie Générale des Cycles et Autos; Société Rochet.—24, Rue de la Folie Regnault, Paris (XIe) (8).	AC
F	Rochet-Schneider (9).—Etablissements Rochet-Schneider, Sté. Anonyme.—57, Chemin Feuillat, Lyon-Monplaisir.	1894–1947
GB	(i) Rocket. <sup>2</sup> —W. Patmore.—Hartfield Road, Wimbledon, S.W.	BC
US	(ii) Rocket (aftds. Scripps-Booth).—Scripps-Booth Motor Co.—Le Détroit.	1913–1914
US	Rock Falls.—Rock Falls Mfg. Co.—Sterling, Ill.	1919–1925
US	Rockne. <sup>3</sup> —Rockne Motors Corp.—Le Détroit, Mich.	1931–1932
US	Rockwell; Houghton-Rockwell.— <i>Bristol Engineering Corp.</i> ; New Departure Mfg. Co.—Bristol, Conn.	1908–1912
GB	'Rodley' cycl.—Rodley Autole. Co., Ltd.—(Leeds.)	1954 to date
F	(i) Roger.—Emile Roger.—52, Rue des Dames, Paris (17e).	1889–1896
US	(i) Rogers.—The Rogers American Mechanical Carriage Company.—New York.	1895
US s	(ii) Rogers.—W. S. Rogers Steamobile Co.—Keene, N.H.	1899
US	(iii) Rogers.—Rogers Motor Car Co.—Omaha, Neb.	1911–1912
GB	(iv) Rogers.—Thomas Rogers & Co., Ltd.—St. George's Parade, Wolverhampton.	1920–1924
US	Rogers and Hanford.—The Rogers and Hanford Co.—Cleveland, Ohio.	1901–1903
D	Röhr.—Röhr Auto A.G.—Ober Ramstadt, Hesse.	GH
F	Le Roitelet (cycl.).—110, R. de Longchamp, Paris (XVIe).	F
F	Rolland-Pilain. <sup>4</sup> —Sté. Anon. des Etabls. Rd.-Pilain.—44, Place Rabelais, Tours; 83, Rte. de la Révolte, Levallois-Perret.	1907–1926
US	Rollin.—Rollin Motor Co.—Cleveland, Ohio.	1923–1925
GB	Rollo.—Rollo Car Co., Ltd.—140, Conybeare Street, Birmingham.	1911–1913
GB	Rolls-Royce (10).— <i>Royce, Ltd.</i> —Cook Street, Hulme, Manchester; Rolls-Royce, Ltd.—Nightingale Road, Osmaston, Derby; Pym's Lane, Crewe.	1904 to date
I	Roma.—Stà. di Costruzioni Meccaniche Roma.—Via Flaminia, Rome.	D
I	Rondine.—G. Adami.—10, Via degli Artisti, Florence.	B
F	Ronteix.—J. Ronteix.—6, Rue Camille Desmoulins, Levallois (Seine).	DF
GB §	Roots (11).—Roots & Venables.—100, Westminster Bridge Road; Chicheley Street, London, S.E.	1895–1902

<sup>1</sup> Supercharged 2-cycle 4-whl. dr.

<sup>2</sup> One of the less happy names.

<sup>3</sup> Named after a popular football coach.

<sup>4</sup> Freins hydrauliques, 1913.

# ROSA—

SHS	Rosa.—Emanuel Rosa.—Poljanska, Ljubljana, Yougoslavie.	F to
GB	Rose National. <sup>1</sup> —Rose Brothers.—Albion Works, Gainsborough.	1904 to D
F	Rosengart. <sup>2</sup> — <i>Automobiles L. Rosengart, 1–35, Rte. de la Révolte, Neuilly s/Seine</i> ; S.I.O.P.—Blvd. de Dixmude.	G to date
US s	(i) Ross Steamer.—Louis S. Ross.—Newtonville, Mass.	1905–1909
US	(ii) Ross.—Ross Automobile Co.—Le Détroit.	1915–1918
F	(ii) Rossel.— <i>F. Rossel et Compagnie</i> ; Sté. Anonyme des Automobiles Rossel.—Sochaux-Montbéliard (Doubs).	1903–1930
I	Rosselli.—Ing. Emmanuele Rosselli.—29, Via Nizza, Turin.	1901–1906
US	(i) Rotary. <sup>3</sup> —Rotary Motor Vehicle Co.—Boston, Mass.	1904–1905
GB	Rothwell.—Eclipse Machine Co., Ltd.—Viscount Street, Oldham, Lancs.	1902–1916
F	Roussel.—Etablissements Roussel.—Blvd. des Deux Villes, Charleville (Ardennes).	D
F	Roussey.—Roussey Frères.—Meudon (S.-et-O.).	1949–1950
GB	Rover (12).—The Rover Company, Ltd.— <i>Meteor Works, West Orchard</i> , Coventry; Hay Hall Road, Tyseley (and Solihull), Birmingham; New Meteor Works, Stoke, Coventry.	1904 to date
F	Rovin (13).—Robert de Rovin.—St. Denis; Colombes.	1946 to date
F	Georges Roy.—Automobiles Georges Roy.— <i>Blvd. de Caudéran</i> ; 2–24, R. Hanappier, Bordeaux.	1906 to H
F	Pierre Roy.—P. Roy.—130, Rte. d'Orléans, Gd. Mont-rouge (Seine).	1904–1907
US	(i) Royal.—Royal M.C. Co.—Le Détroit; Cleveland, Ohio.	1904–1910
CH	(ii) Royal.—Philipp Zücker.—Bâle.	BD
GB p,s	Royal Enfield (aflds. Enfield).—Enfield Cycle Co., Ltd.—Hunt End Wks., Redditch.	1899–1906
GB	Royal Shamrock.—F. A. Wasling.—Blake St., York.	BC
B	Royal Star.—Sté. Anon. Royal Star.—Berchem, Anvers.	D
US	Royal Tourist (14).—Royal M.C. Co.—Cleveland, O.	1904–1912
GB	Royce <sup>4</sup> (now Rolls-Royce).— <i>F. H. Royce</i> ; Royce, Ltd.—Cook St., Hulme, Manchester.	1904
GB	Roydale (15).—Roydale Engin'g Co.—Trafalgar Wks., Huddersfield.	C
GB	R.T.C.—Vici Engin'g Co., Ltd.—René Tondeur Co., Ltd.—Chapel St., Marylebone, N.W.1; St. Peter's Rd., Croydon.	1923
US	Rubay.—The Rubay Co.—Cleveland, Ohio.	1922 to
F	Ruby.—Godefroy et Lévêque.—38, Rue Raspail, Levallois-Perret.	1911 to F
GB	Rudge.—Rudge-Whitworth, Ltd.—Coventry.	1913
B	Ruhl.—Sté. des Auto'les Ruhl.—Verviers, Liège.	1901 to
US	Ruler. <sup>5</sup> —Ruler M.C. Co.—Aurora, Ill.	1917
GB	Rulex.—Motor Engin'g Co., Ltd.—Verulam St., London, W.C.	B

<sup>1</sup> 3-cyl. by tobacco machinery mfrs.

<sup>2</sup> French Austin seven.

<sup>3</sup> Also name for Bournonville.

<sup>4</sup> Based on Decauville.

<sup>5</sup> Frameless.

—RYTECRAFT

D	Rumpler (16).—Rumpler Motoren G.m.b.H.—Johannisthal, Berlin.	DG
US	(i) Russell.—Russell M.V. Co.— <i>Springfield</i> ; Cleveland, Ohio.	1902–1904
GBC	(ii) Russell.—Canada Cycle & Motor Co., Ltd.—710/24, Yonge St., Toronto.	1905 to E
R	Russo-Baltique.—Russko-Baltyskij Waggonj Zawod.—Riga.	1909–1913
GB	Ruston-Hornsby. <sup>1</sup> —Ruston & Hornsby, Ltd.—Lincoln.	1919–1924
GB s	Rutherford (formerly E.J.Y.R.).—Highclere Motor Car Syndicate, Ltd.—Highclere, Newbury.	1906–1912
US	Ruxton. <sup>2</sup> — <i>New Era Motors, Inc.</i> ; Moon Motor Car Co.—St. Louis, Mo.	1929–1931
US	R. & V. <sup>3</sup> —Root & Vandervoort Engineering Co.—East Moline, Ill.	1920–1925
D	R.V.B.—Richard Vögtle.—Linienstr., Berlin, C.54.	F
GB	Ryde. <sup>4</sup> —Ryde Motors, Ltd.—Grosvenor Road, West Ealing, W.	1904 to C
F	Ryjan.—Grillet.—23, <i>Boulevard de la République, Chatou</i> (S.-et-O.); 57, Route Charles X, Nanterre (Seine).	1920–1926
GB	Ryknield (17).—Ryknield Engine Co., Ltd.—Ryknield Works, Burton-on-Trent.	1902 to C
GB	Ryley.—Ryley, Ward & Bradford.—Coventry.	1901 to
GB	Ryner-Wilson.—Ryner-Wilson Motor Co.—Western Road, Merton Abbey, Wimbledon, S.W.19.	1921
GB	Rytecraft (Scootacar).—British Motor Boat Mfg. Co., Ltd.—Britannia House, Ampton Street, W.C.1.	1937–1940

<sup>1</sup> First oil tractor, 1897.

<sup>2</sup> Front-wheel drive—prise roues AV.

<sup>3</sup> Succdg. Moline-Knight.

<sup>4</sup> 3-cyl.

## KEY TO NUMBERED COMMENTARY

- 1 Succdg. Neftel, a *pe* car of 1902.
- 2 Aftds. Jeffery. Nash revived name Rambler in 1950.
- 3 Also s car of this name made at Meadville, Pa.
- 4 An attractive 3-wlr., first noticed outside the publishers' offices.
- 5 Now State-owned, French govt. having taken unusual step of commandeering during war and since. Up to 1903, having de Dion engine and similar radiator, were not easy to distinguish from that make. Famous original factory burnt down.
- 6 Lieu de rendez-vous cher aux amoureux, et Q.G. des associés "rosati".
- 6a Latterly invariably "Unic", no modern cars being associated with the name Georges Richard, of 1897 to 1906. See Brasier.
- 7 Bore the famous aviator's "hat-in-the-ring" device.
- 8 Road where the two official guillotines are said to be housed in a shed.
- 9 On me dit qu'une voiture de 1896 marche encore très bien.
- 10 Fashionable symbol of comfort and expensiveness. Succdg. Royce. Radiator front much as in 1904, but with RR monogram changed from red to mourning black.
- 11 Heavy oil. J. D. Roots made English motor-boats, 1889.
- 12 But Coventry's first electric car was made at the West Orchard Works by J. K. Starley in 1888.
- 13 Tiny 2-cyl., 2 CV rear-engined, made *chez* Delaunay-Belleville.
- 14 Perhaps so called in anticipation of their winning 1909 round-the-world race.
- 15 Said to be an anagram of Learoyd.
- 16 Auto-Rumpler in Vienna. Rear-engined 1921 model "probably the first serious effort at building an aerodynamic closed car"—*The Motor*.
- 17 Following upon Burton brewers' decision to build their own lorries. Related to Salmon and Baguley.

## ADDITIONS

*(cases where abbreviated entries are necessitated or deemed adequate)*

- A: Reform (Thein & Goldberger) 1906.  
 D: Ruppe 1908; Ruth, G; Ruttger 1921.  
 F: Reyonnah <sup>1</sup> 1950 to date; Ripert 1902.  
 GB: Renfrew 1904; Roper-Corbet 1912; Russon (cycl.) 1951.  
 I: (Eritrea): Ravasi, to date.  
 US: Railsbach 1914; Randolph 1910; (i) Ranger, Rassler, 1907; Red Bug 1928; Red Jacket 1911; Reed 1909; Rees 1921; (i) Reeves 1897; Reid 1903; Reiland & Bree 1928; Reinertsen 1902; 'Reno' (Nev.) 1908; (ii) Rex 1914; Reya 1918; Ricketts 1909; Riess-Royal 1922; Riper 1917; Riviera <sup>2</sup> 1920; Robe 1923; Roberts 1904; (iii) Rocket 1945/49 <sup>3</sup>; Rockliff 1905; Rodgers 1921; (ii) Roger 1903; Roman 1909; Romer, Rotarian, 1921; Rovenia (frt-dr.) 1926; Rowe 1911; Rumley 1920; Runabout 1902; Rush 1918; Ryder 1908.

<sup>1</sup> A folding 1 h.p. miniature, believed by Hannover.

<sup>2</sup> "Riveria" believed incorrect. Rivera, 1907, cannot be confirmed.

<sup>3</sup> Aluminium egg-shaped coupe.

GENERAL NOTES

RABA—see Stolz. RABAG—name for German-built Bugatti. RADIA, RICHARD BRASIER, RIGS THAT RUN—*vide* l'Automotrice, Brasier, (i) St. Louis. REGENT—believed name of Bock und Holländer when imported by Regent Carriage Co. R.L.C.—3-cyl. friction-dr. light model of Argyll in 1920. R.O., 'ROCKAWAY', ROVAN—names for (iv) Owen of 1911, Shain when made (1904) at Rockaway Beach, Kinnear. ROEBLING, ROOSEVELT—see Planche, Marmon. s ROPER—see p. 9. RUGBY—name for Durant, esp. lorry. RUSHMOBILE—variety of Brecht.



*A Key to the Numbers in Brackets (1-22), Additions (cases where abbreviated entries are necessitated or deemed adequate) and General Notes may be found on pages 146-147*

S	S.A.A.B.—Linköping.	1947 to date
I	S.A.B.A.—Società Automobili Brevetti Angelino.—35, Via Fabio Filzi, Milan.	1926 to
F	S.A.F. (tricar).—Sté. des Ateliers du Furan.—Rue Barrouin, St. Etienne (Loire).	1908, D
F	<i>p,pe</i> Sage.— <i>Ateliers P. Sage</i> ; <i>Sté. Anonyme Sage</i> .—57, Rue Emériau, Paris (XVe).	AC
US	(i) 'Saginaw'. <sup>1</sup> —Valley Boat & Engine Co.—(Mich.—Ortman St.).	1914-1915
US	(ii) Saginaw.—Lehr Motor Co.—Lansing, Mich.	1916
US	St. Joe.—St. Joe M.C. Co.—Elkhart, Ind.	1909 to
US	(i) 'St. Louis' (1).—St. Louis <i>Gas Motor</i> , Motor Car Co.—Vandeventer Ave., St. Louis, Mo.; Peoria, Ill.	1899-1907
GB	(i) St. Vincent.—William McLean.—St. Vincent Cycle & Motor Works, North Street, Glasgow.	BD
GB	Salmon.—Baguley Cars, Ltd.—Lichfield Street, Burton-on-Trent.	1912-1920
F	Salmson.—Société des Moteurs Salmson.—102, Rue du Point-du-Jour; 9, Avenue des Moulineaux, Billancourt (Seine).	1922-1955
US	Salter.—Wm. A. Salter Motor Co.—Kansas City, Mo.	1909-1912
D	Salut.—A. Schülke.—Berlin.	D
F	Salvator.—Cie. Française des Moteurs et Autos. Salvator.—Rue Amelot, Paris (XIe).	1901
	S.A.M.—Società Automobili e Motori.—9, Via Boccaccio, Legnano, pr. Milan; 2, Via Paleocapa, Livourne.	1926 to H
F	Sandford.—S. Sandford.—72, Avenue des Ternes, Paris (17ème).	FG
GB	'Sandringham'.—Frank Morriss. <sup>2</sup> —London Road, King's Lynn.	1902-1905
I	San Giorgio. <sup>3</sup> —Officine San Giorgio; Stà. Anona. Industriale San Giorgio, Sestri Ponente, Gênes.	C
I	San Giusto.—Stà. Anona. San Giusto.—San Giusto Canavese, Turin.	FG
F	Santax (2).—33, Rue de Ponthieu, Paris (8e).	F
US	Santos-Dumont (3).—Columbus M.V. Co.—Columbus, Ohio.	1902-1904
F	S.A.R.A. <sup>4</sup> (4).—Sté. des Autos à refroidissement par Air.—5, Rue Paul Bert, Courbevoie (Seine); 88-92, Avenue du Président Wilson, Puteaux (Seine).	1923 to H
B	Saroléa (Belgica).—Maison Saroléa.—269, Rue St. Lambert, Herstal.	1901 to D
F	<i>e</i> S.A.T.M.E. (5).—21, Place de la Madeleine, Paris (8e).	F

<sup>1</sup> 2-seater cycl. at \$935.

<sup>2</sup> Car repairer to King Edward VII.

<sup>3</sup> Believed based on Napier.

<sup>4</sup> Air-cooled.

—SCOTSMAN

D	Sauer.—Sauer Motorenwerke, G.m.b.H.—Esplanade, Hambourg.	F
CH	Saurer (6).—A. & E. Saurer.—Arbon, Le Lac Constance.	1896–1902
F	Sautel et Séchaud.—Gentilly, près Paris.	1903 to
B	S.A.V.A.—Sté. Anversoise pr. fabricn. de Voitures Automobiles.— <i>Verviers</i> ; Rue Jean Breydel, Berchem, Anvers.	B to 1927
I	Savoia.—Automobili Savoia.—18, Via Washington, Milan.	E
US	Saxon.—Saxon Motor Car Co.—Le Détroit.	1914–1922
US	Sayers.—Sayers & Scovill.—Cincinnati, O.	1907–1924
D e	S.B.—S.B. (Sleby-Beringer) Automobil Gest.—Sophienstr., Charlottenburg.	F
I	Scacchi.—C. Scacchi & Co.—? Turin.	env. 1912–1915
S	Scania.—Scania Maskinfabrik, Akt.-Bolt.—Soedertelge; Malmö.	1902–1926
F	S.C.A.P.—Sté. Anon. des Automobiles S.C.A.P. (7).—49, Rue du Point du Jour, Billancourt; 1, Rue Jules-Simon, Boulogne-sur-Seine.	1912–1929
F	S.C.A.R.—Sté. de Constrn. Automobile de Reims (Rayet, Liénart et Cie).—Witry-lès-Reims (Marne).	B to 1915
US	Scarab.—Stout Engineering Co.—Le Détroit.	1934–1939
I	S.C.A.T.—(puis Ceirano).—Società Ceirano Automobili. Via Madama Cristina, Turin.	1906–1927
US	Schacht.— <i>Schacht Manufacturing Co.</i> (now commercial only; Le Blond Schacht Truck Co.)—8th Street and Evans Street, Cincinnati, Ohio.	1901–1913
D	Schaller.—Grosser Berliner Motorwagen Gest.—Charlottenburg.	B
US	Schaum.—Schaum Automobile Mfg. Co.—110, North High Street, Baltimore, Md.	1901–1905
D	Schebera.—Cyklon-Automobilwerke, A.G.—Mylau (Vogtland); Salzufer, Charlottenburg, Berlin.	BH
D e	Scheele. <sup>1</sup> —Heinrich Scheele.—Aachenerstr., Lindenthal, Cologne.	1898 to H
D	Scheibler.—Fritz Scheibler Gest.—Aix-la-Chapelle.	AB
CH s	Schirmer.—F. W. Schirmer.—Nyon (Vaud).	BC
F	Th.-Schneider.—Automobiles Th. Schneider.—28, Ave. Fontaine-Argent, Besançon (Doubs); 1 bis Ave. de la Reine, Boulogne s/Seine.	1910 to K
D	Schulz.—G. Schulz.—Nachtweidestr., Magdebourg.	D
D	Schuricht.—Automobilwerk Schuricht.—Landsbergerstr., Pasing (Bavière).	BG
D	Schütte-Lanz.—Luftfahrzeugbau Schütte-Lanz.—Mannheim-Rheinau.	1922–1924
D	Schwanemeyer (puis Fafnir).—Aachener Stahlwarenfabrik, Aix-la-Chapelle.	1900–1901
I	Scirea.—Brevetti Ingeieur Scirea.—26, Via Borgazzi, Monza.	FG
GB	(i) Scotsman.—Scotsman M.C. Co., Ltd.—Wigton St., Glasgow.	1922–1923
GB	(ii) Scotsman (Sara Engine).—Scotsman Motors, Ltd.—Gorgie, Edinburgh.	1930

<sup>1</sup> First German electric automobile.



# SCOTT—

US	(i) Scott.—Scott Ironworks Co.—Baltimore, Md.	1901–1904	
GB	(ii) Scott Sociable. <sup>1</sup> —Scott Autocar Co., Ltd.—Lidget Green, Bradford.	1921–1925	
F	s	Scotte.—Sté. des Chaudières et Voitures à Vapeur.—56, R. de Provence, Paris.	AB
US	s	Scott-Newcomb. <sup>2</sup> —Scott-Newcomb M.C. Co.—St. Louis:	1921–1922
GB	(i) Scout.—Stephens Brothers.—Leek Road, Stoke-on-Trent.	BC	
GB	(iii) Scout.—Dean & Burden Bros., Ltd.; Scout Motors, Ltd.—Friary Lane, Salisbury.	1902–1921	
US	Scripps-Booth.—The Scripps-Booth Company.—Le Detroit, Mich.	1914–1921	
GB	Seabrook (R.M.C. Engine).—Seabrook Brothers.—107, King's Road, Chelsea, S.W.	D to 1928	
GB	Seal (8).—Seal Motors, Ltd.—548, Stretford Rd., Manchester.	1922–1925	
US	Searchmont (aftds. Fournier).—Searchmont Motor Co.—1230, Orkney Street, Philadelphie.	1900–1903	
US	Sears Motor Buggy.—Sears, Roebuck & Co. (9).—Chicago.	1906–1911	
E	S.E.A.T.—Sd. Española de Automoviles de Turismo.—Barcelone.	1955	
GB	Seaton-Petter. <sup>3</sup> —British Dominions Car Co., Ltd.—Nautilus Works, Yeovil.	–1927–	
R	Seawronsky.—Seawronsky.—Litzeiskaia, St. Pétersbourg.	BD	
US	'Sebring'.—Sebring M.C. Co.—(Ohio.)	1909 to D	
F	Secqueville-Hoyau.—S.A. des Ans. Ets. Secqueville-Hoyau.—Avenue Laurent-Cely, Gennevilliers (Seine).	D to 1924	
D	Seeger.—H. Seeger, Kleinautobau.—7, Kronprinzen-damm, Halensee, Berlin.	F	
US	Selden.—Selden Motor Car Co.—Rochester, N.Y.	1906–1914	
US	Sellers.—Sellers M.C. Co.—Hutchinson, Kan.	1909–1912	
D	Selve.—Selve Automobilwerke, A.G.—Hamelin, Hanovre.	F to 1929	
US	Senator.—Victor Automobile Co.—Ridgeville, Ind.	1906–1908	
US	Seneca.—Seneca Motor Car Co.—Fostoria, Ohio.	1917–1924	
F	Sénéchal.—Sté. Induslle. et Commle. de Gennevilliers.—(comme pour Chenard Walcker).	1921–1929	
US	Serpentina.—Claudius Mezzacasa.—New York.	1915 to	
F	s	Serpollet.—Gardner Serpollet.—9–11, Rue Stendhal, Paris (XXe).	1887–1907
US	Severin.—Severin Motor Co.—Kansas City, Mo.	1920–1922	
F	S.F.A.—Th. de Poorter et Cie.—60, Rue Lemer cier, Paris (17e).	D	
F	§	S.F.A.T. <sup>4</sup> —Sté. Française des Autos Thermo-Pneuma-tiques.—Paris.	–1903–
US	S.G.V. <sup>5</sup> —Acme Motor Car Co.; S.G.V. Co.—Reading, Pa.	1910–1915	
US	Shain.—Charles D. Shain.—New York, N.Y.	1902–1903	
GB	Shakespeare.—A. F. Shakespeare.—Scotts Road Engine Works, Bromley, Kent.	BC	

<sup>1</sup> Curious offset 3-wheeler.

<sup>2</sup> Excellent s car.

<sup>3</sup> A Petter car was made in Yeovil in 1896.

<sup>4</sup> A air comprimé.

<sup>5</sup> Electric gear-change.

—SIMON

GB	Shamrock.—Shamrock Cycle Syndicate, Ltd.—Mark Lane, Dublin.	BC
US	Sharp-Arrow.—Sharp-Arrow Automobiles.—Trenton, N.J.	1908–1910
US	Shatswell.—H. K. Shatswell & Co.—Dedham, Mass.	1905
US	Shaw.—Waldron W. Shaw Livery Co.—Chicago.	1921 to
US	Shawmut.—Shawmut M.C. Co.—Stoneham, Mass.	1905–1909
GB	Sheffield-Simplex.—Sheffield-Simplex Motor Works, Ltd.— <i>Canbury Park Road, Kingston-on-Thames</i> ; Tinsley, Sheffield.	1908–1922
US	'Shelby'.—Shelby M.C. Co.—(Ohio.)	1902–1903
GB	Shepherd.—W. Shepherd & Son.—Albion Foundry, Longbrook Street, Exeter.	1904–1905
GB	Sheret.—Arnott & Harrison, Ltd.—22, Hythe Road, Willesden, N.W.10.	1925–1926
US	Sheridan.—Sheridan M.C. Co.—Muncie, Ind.	1921–
US	Shoemaker.—Shoemaker Automobile Co.—Freeport, Ill.	1906–1909
GB	Short; Short-Ashby (then Ashby).—Short Bros., Ltd.—Rochester.	1921–1922
I	Siata.—S.I.A.T.A.—23/25, Via Leo. da Vinci, Turin.	1949–1954
GB	(i) Sibley.—John Sibley & Co.—22/28, Gabriel's Hill, Maidstone.	B
GB	(i) Siddeley.—Siddeley Autocar Co.—Parkside, Coventry (10).	1902–1904
GB	Siddeley-Deasy (succdg. Deasy).—Siddeley-Deasy Motor Mfg. Co., Ltd.—Coventry.	1911–1919
F	Sidéa. <sup>1</sup> —Sté. Industrielle des Etablissements Automobiles.—2, Rue de Clichy, Paris (IXe).	1913–1914; 1922–1925
D	Sieglitz.—H. Sieglitz.—77, Bergstr., Berlin, N.4.	F
A e,s	Siemens-Halske.—Siemens u. Halske, A.G.—12, Apostelgasse, Vienne; Berlin.	BC
D e	Siemens-Schuckert.—Siemens-Schuckertwerke, A.G.—Siemensstadt, Nonnendamm.	1906–1927
CH	(i) Sigma.—Sté. Induslle. Genevoise de Mécque. et d'Autos.—Chêne-Bougeries.	D
F	(ii) Sigma.—Sté. des Automobiles Sigma (11).—63, Route de la Révolte, Levallois.	1913–1928
US	Signet.—Fenton Engin'g Co.—Fenton, Mich.	1913–1914
US	Silent Knight. <sup>2</sup> —Knight & Kilbourne Co.—Chicago.	1906–1909
GB e	'Silvertown'.—The Silvertown Co.—(London, E.)	1904 to C
F	S.I.M.A. (Sima-Violet).—59, Rue St. Lazare, Paris.	F to 1929
F	Sima-Standard.—Autos. Sima Standard.—1–3, Rue Barbès, Courbevoie.	1929 to H
F	Simca (baby F.I.A.T. under licence).—Sté. Industrielle de Mécanique et Carrosserie Automobile.—163/185, Ave. Georges Clemenceau, Nanterre; R. Hénappe, Nanterre.	1938 to date
GB	Simms-Welbeck. <sup>3</sup> —Simms Mfg. Co., Ltd.— <i>Kimberley Road, Kilburn, N.W.</i> ; <i>Willesden, N.W.</i> ; Oak Lane, Finchley, N.	1900–1907
F	Simon.—Simon Frères.—Rue Hélain, Cherbourg (Manche).	D

<sup>1</sup> Puis Sidéa-Jouffret.

<sup>2</sup> Famous sleeve-valve engine.

<sup>3</sup> Had bumpers: avait pare-chocs, 1905.

# SIMPLEX—

US	(ii) Simplex.—Simplex Auto. Co., Inc.—New York; New Brunswick, N.J.	1907–1918
NL	(iv) Simplex (12).—Maatschappy Simplex.—271, Overtoom, Amsterdam.	D
US	Simplicity.—Simplicity Motors Co.—Seattle, Wash.; Evansville, Ind.	1907–1910
A	Simplum.—Simplum Autobau & Vertrieb.—Karlsplatz, Vienne IV, Autriche.	F
GB s	Simpson.—John Simpson.—Stirling, N.B.	1901
D	Simson-Supra.—Waffenfabrik Simson u. Co.—Suhl i. Thüringen.	DH
GB	Sinclair.—E. H. Clift.—Sinclair Road, Kensington, W.	1901–1905
GB	(i) Singer. <sup>1</sup> —Singer & Co., Ltd.—Canterbury Street, Coventry; Birmingham.	1900 to date
US	(ii) Singer. <sup>1</sup> —Singer Motor Co., Inc.—Mount Vernon, N.Y.	1915–1920
US	Single Center.—Single Center Buggy Co.—Evansville, Ind.	1906–1908
F	Sinpar.—Automobiles Sinpar (Demeester).—94, Boulevard de Courbevoie; 3, Rue Latérale, Courbevoie.	1907 to D
US	Sintz.—Sintz Auto. Gas Engine Co.—Grand Rapids, Mich.	1899–1904
F	Sirène.—Fernandez et Cie; Compagnie 'La Sirène'.—35, Rue Vivienne, Paris (IIe).	AB
GB	Sirron.—Sirron Cars, Ltd.—Southall, Middx.	1911–1914
SF	Sisu.—O. Y. Suomen Autoteollisuus.—Helsingfors.	1934–
F	Sizaie-Berwick.—Sizaie Frères, Courbevoie; and F. W. Berwick & Co., Ltd.—16, Berkeley Street, London, W.; <i>Cumberland Ave., Park Royal, N.W.</i> ; and 58, Rue d'Alsace, Courbevoie (Seine) (GB; 1919–1925).	1913 to G
F	Sizaie et Naudin (puis Sizaie <sup>2</sup> ).— <i>Etabs. Sizaie et Naudin, 79, Rue de Lourmel, Paris (XV)</i> . Sté. Nouvelle des Autos Sizaie.—52, Rue Victor Hugo, Courbevoie (Seine); 13, Rue des Epinettes, Paris (17e).	1905 to H
US	S.J.R.—S.J.R. Motor Co.—Boston, Mass.	1915–1916
US	Skelton.—Skelton Motors Corp.—St. Louis, Mo.	1920–1922
US e	Skene.—Skene American Automobile Co.— <i>Lewiston, Maine</i> ; Carr Building, Springfield, Mass.	1900 to B
CS	Skoda.—Skoda-Werke.—Plsen; Mlada (13).	1938 to date
F	Skriva.—Automobiles Skriva.—17, Avenue de Tourville, Paris (7ème).	1922–1924
GB	S.K. Simplex.—Smeddle & Kennedy, Ltd.—St. James' Street, Newcastle.	1908–1910
GB	Slack.—T. Slack & Co., Ltd.—Wellington Road, Stockport.	1903 to C
US	S. and M.—S. & M. Motor Co.—Le Détroit.	1913–1914
US s,p	(i) Smith; Great Smith.—Smith Automobile Co.—Topeka, Kans.	1900–1911
US	Smith & Mabley Simplex.—Smith & Mabley Mfg. Co.—7th Avenue, New York.	1901–1907
CH	S.N.A.—Sté. Neuchâteloise d'Autoles.—Boudry.	1910
GB s	Soame Steam Cart.—G. S. Soame.—Marsham, Norfolk.	–1897–

<sup>1</sup> Not connected with sewing-machines.

<sup>2</sup> Suspension insolite, unorthodox.

—SPIDOS

GB	Soames. <sup>1</sup> —Langdon-Davies Motor Co., Ltd.—101, Southwark St., S.E.	1903—1906
S	Söderbloms.—Söderbloms Gjuteri & Mekaniska Verkstad.—Eskilstuna.	1901—1909
S	Soedertelje.—Soedertelje Werkstaeder A.B.—Soedertelje.	1902 to D
F e	Solignac.—Société des Voitures Electriques.—Paris.	1902—
CH	Soller.— <i>Eugène Soller</i> ; A.G. für Motorlastwagen Soller.—Klarastrasse, Bâle.	BD
US	Sommer.—Sommer Motor Co.— <i>Le Détroit, Mich.</i> ; Bucyrus, O.	1905—1914
F	S.O.M.U.A.—Société d'Outillage Mécanique et Usinage d'Artilerie.— <i>Périgueux</i> ; 146, Blvd. Victor Hugo, St. Ouen (Seine).	1926 to date
F	Soncin.—Emile Ouzon et Cie.—68, Rue Caumartin, Paris (IXe).	B
F	Sorex.—Sté. Th. Botiaux et Cie.—26 bis, Rue Greffulhe, Levs.-Perret (Seine).	BD
F	Soriano Pedroso (14).—117, Avenue du Roule, Neuilly (Seine).	1921—1924
US	Soules.—Soules Motor Co.—Grand Rapids, Mich.	1905—1908
F	Souriau (or Obus) (tricar).—A. Souriau et Cie.—Rue St. Denis, Montoire (Loir-et-Ch.).	D
GBC	Southern Cross.—Australian-British Motors, Ltd.—Pitt St., Sydney.	1931—1933
US	Southern (Six).—Southern Automobile & Equipment Mfg. Co.—Atlanta, Ga.; Memphis, Tenn.	1921—1922
I	S.P.A.—Società Ligure Piemontese Automobili.—112—122, Corso Ferruccio, Crocetta, Turin.	C to 1948
US	Spacke.—Spacke Machine & Tool Co.—Indianapolis, Ind.	1919—1920
US	(i) Spaulding.—Spaulding Auto. & Motor Co.—Buffalo, N.Y.	1900—1903
US	(ii) Spaulding.—Spaulding Mfg. Co.—Grinnell, Iowa.	1910—1916
US	Speedway.—Gas Engine & Power Co.—Morris Heights, Bronx, New York, N.Y.	1904—1906
GB	(i) Speedwell (15).—Speedwell Motor & Engin'g Co., Ltd.—Broad Street, Reading.	A to 1907
US	(ii) Speedwell.—Speedwell M.C. Co.—Dayton, Ohio.	1907—1914
US s	(i) Spencer.— <i>C. M. Spencer</i> ; Spencer Screw Machine Co.—Hartford, Conn.	—1901—
US	(ii) Spencer.—Research Engineering Co.—Dayton, Ohio.	1921—1922
D	Sperber.—Norddeutsche Automobil-werke, G.m.b.H.—Hamelin.	D
US	Sperling.—Associated Motors Corpn.—Elkhart, Ind.	1921—1923
US	(i) Sphinx.—Sphinx Motor Car Co.—York, Pa.	1914—1916
D	(ii) Sphinx.—Sphinx Automobilwerke, A.G.—Liebertwolkwitz; Kaiserweg, Zwenkau (Saxe).	F
F	(iii) Sphinx.—F. Terrier.—78, Ave. Gambetta, Courbevoie; 13, Rue Denis Papin, Puteaux (Seine).	1912—1925
F	Spidos (cycl.).—125, Rue Nationale, Bron, près Lyon (Rhône).	F

<sup>1</sup> Free-whl. car—auto à roue libre—1904.

# SPINELL—

D	Spinell.—Otto Krell, Jr.—26, Cronbergerstr., Dahlem, Berlin.	F
A	Spitz.—Arnold Spitz.—3, Schlickgasse, Vienne, Autriche.	B
F	S.P.M.A.—? Sté. Paris'enne. de Mfre. Auto'le.—Courbevoie (Seine).	1908–1909
US	Spoerer.—Carl Spoerer's Sons Company.—Baltimore, Md.	1909–1916
F	Sporta.—Sté. Sporta.—Rue Jay, Grenoble (Isère).	D
US s	Springer.—Springer Motor Vehicle Co.—New York, N.Y.	1904–1906
US s	(i) 'Springfield'.—Springfield M.V. Co.—(Mass.)	1900 to B
US	(ii) 'Springfield'.—Medcraft Automobile Co.—(Mass.)	—1908—
US	(iii) 'Springfield'.—R. Hass Electric & Mfg. Co.—(Ohio.)	1908—
B	Springuel.— <i>Springuel-Wilmotte</i> ; Sté. Anon. des Autos. Springuel.—R. de la Motte, Huy, Liège.	B to 1915
NL	Spyker (16).—Fabrique Néerlandaise d'Automobiles.—Trompenburg.	1900–1925
US s	Squier.—W. E. Squier.—Virginia City, Nev.	—1899—
GB	Squire.—Squire Car Mfg. Co., Ltd.—Remenham Hill, Henley, Oxford.	1935–1936
E	S.R.C.—295, Valencia, Barcelone.	1922–1927
GB	(ii) S.S. (17).—S.S. Cars, Ltd.—Holbrook Lane, Coventry.	1932 to date
US	S. and S.—Sayers & Scovill (sucdgd. Sayers).—Gest Street and Summer Street, Cincinnati, Ohio.	1924 to
F	Stabilia. <sup>1</sup> —Vrard et Cie.—66, Avenue des Gressillons, Asnières; 12, Boulevard d'Asnières (Seine).	D to G
GB	Stack.—G. F. Stack & Co.—East Croydon.	1921–1925
US	(i) Stafford.—Stafford M.C. Co.—Topeka, Kan.; Kansas City, Mo.	1910–1914
GB	(ii) Stafford.—Stafford Associated Engin'g Co., Ltd.—Battersea, S.W.	1920–1921
GB	Stag.—The Stag Co.—Sherwood, Nottingham.	—1914—
D	Staiger.—Paul Staiger.—Ludwigsburgerstr., Stuttgart.	F
US s	Stammobile.—Stammobile Mfg. Co.—Stamford, Conn.	1902–1905
GB	Stanbury.—Stanbury & Co.—Commutation Row, Liverpool.	BC
US s	(i) Standard.—Boston Automobile Co.—Bar Harbor, Me.	—1900—
US	(ii) Standard.—Indianapolis, Ind.	1902 to
US	(iii) Standard.—Standard Motor Constrn. Co.—Jersey City, N.J.	1903–1904
GB	(iv) Standard.—Standard Motor Co., Ltd.—Foleshill Road, Banner Lane and Canley, Coventry; Fletchampsstead, Warwick.	1903 to date
US	(v) Standard.—St. Louis Car Co.—St. Louis, Mo.	1909–1910
D	(vi) Standard.—Standard Automobilfbk., G.m.b.H.—Charlottenburg.	DH
US e	(vii) Standard Electric.—Standard Elec. Car Co.—Jackson, Mich.	1912–1915
US	(viii) Standard (cycl.).—Standard Engin'g Co.—Chicago.	—1914—
US	(ix) Standard.—Standard Automobile Co.—Warren, Ohio.	—1915—
US	(x) Standard.— <i>Standard Steel Car Co.</i> —Pittsburgh, Pa.; Standard Auto Vehicle Co.—Butler, Pa.; Newark, N.J.	1916–1922

<sup>1</sup> Auto inversable—non-capsizable.

—STETYSZ

US	s	(xi) Standard.—Standard Engin'g Co.—St. Louis, Mo.	—1921—
GB		(iii) Stanhope (3-wlr.). <sup>1</sup> —Stanhope Motors (Leeds), Ltd.—Dixon Lane Road, Lower Wortley, Leeds.	1919–1926
US	s	(i) Stanley. <sup>2</sup> — <i>Stanley Dry Plate Co.</i> ; <i>Locomobile Co. of America</i> ; <i>Stanley Motor Carriage Co.</i> ; Stanley Steamer, Inc. (of Delaware).— <i>Newton, Mass.</i> ; Chicago.	1895–1931
US		(ii) Stanley.—Stanley Auto. & Mfg. Co.—Mooreland, Ind.; Troy, Ohio.	1908–1909
US		(iii) Stanley.—Stanley M.C. Co.—Le Détroit, Mich.	—1912—
US	s	Stanley-Whitney.—Stanley Mfg. Co.—Lawrence, Mass.	1899
US	s	Stanton.—Stanton Mfg. Co.—Waltham, Mass.	1901 to
US		Stanwood.—Stanwood M.C. Co.—St. Louis, Mo.	1920–1922
GB		(i) Star.— <i>Star Engineering Co.</i> ; Star Motor Co., Ltd.—Frederick Street, Wolverhampton.	1898–1935
US		(ii) Star.—Mier Carriage & Buggy Co.—Ligonier, Ind.	1903–1904
US		(iii) Star.—Durant Motor Co. of New Jersey.—Elizabeth, N.J.	1921–1928
GB		Starling.—Star Cycle Co., Ltd.—Wolverhampton.	BC
CS		Start.—Königgrätzer Automobilfabk.—Kukleny-Hradec-Kralove.	FH
US		States.—States Motor Car Co.—Kalamazoo, Mich.	1917–1919
US		Staver.—Staver Carriage Co.—76th & Wallace Streets, Chicago, Ill.	1907–1914
US	s	Steamobile.—Steamobile Co. of America.—Keene, New Hampshire.	1900–1902
US	s	(i) Stearns.—Stearns Steam Carriage Co.—Syracuse, N.Y.	1898–1904
US		Stearns-Knight; <i>p</i> (ii) Stearns.—F. B. Stearns Co.—Philadelphia; Euclid Ave. and Lake View Road, Cleveland, Ohio.	1899–1930
US		Steel Swallow.—Steel Swallow Auto. Co.—Jackson, Mich.	1907–1908
D		Steiger.—Steiger A.G.—Burgrieden, bei Laupheim.	DH
US	e	Steinmetz.—Steinmetz Electric Motor Car Co.—Baltimore, Md.	<sup>3</sup> —1927
CS		Stelka.—Rudolf Stelsovsky—Pribam (Bohême).	F
CH		Stella.—Voitures Stella. (C.I.E.M.)—Genève.	1902–1915
GB		Stellite.—Wolseley Tool & Autocar Co.—Ward End, Birmingham.	1913–1920
GB		(i) Stephens (18).—R. Stephens.—9, The Triangle, Clevedon, Somerset.	1898–1905
US		(ii) Stephens.—Stephens Motor Works (Moline Plow Co.).—Freeport, Ill.	1916–1925
US		(ii) Sterling.— <i>Sterling Automobile Mfg. Co.</i> — <i>Paterson, N.J.</i> ; Consolidated Motor Car Co.—Middlefield, Conn.	1915 to
US		(iii) Sterling.—Sterling M.C. Co.—Brockton, Mass.	1914–1916
US		Sterling Knight.—Sterling Knight Motors Co.—Cleveland and Warren, Ohio.	1922–1925
GB	s	Stesroc.—Johnson Brothers.—Boroughbridge Road, Knaresborough.	1905–1906
LT		Stetysz.—Ralf Stetysz—Landwarowo, près Vilno, Lituanie.	1924–1928

<sup>1</sup> Twin belt drive; Bramham after 1922.

<sup>2</sup> The first efficient *s* car. Aftds. Derr.

<sup>3</sup> Conflict in com. dates.

# STEVENS-DURYEA—

US	Stevens-Duryea.— <i>J. Stevens Arms &amp; Tool Co.</i> ; Stevens-Duryea Motors, Inc.—Chicopee Falls, Mass.	1902–1927
US	Stewart.—Stewart Motor Corporation.—Dewey Ave., Buffalo, N.Y.	1915–1916
GB	Stewart-Thornycroft.—D. Stewart & Co. (1915), Ltd.—London Road, Glasgow.	—1915—
A	'Steyr'.—Steyr-Werke, A.G.—Fabrique d'Armes de Cisleithanie, Steyr.	DK
US	Stickney Motorette (Cycl.).—Chas. A. Stickney Co.—St. Paul, Minn.	1913–1914
I e	Stigler.—Officine Meccaniche Stigler, S.A.—45, Via Galileo Galilei, Milan.	FG
GBC e	Still.—Canadian Elec. Vehicle Co.—? Toronto.	AB
US	Stilson.—Stilson M.C. Co.—Pittsfield, Mass.	1907–1910
F	Stimula; D.L.C.—de la Chapelle Fres. et Cie.—Rue du Champ du Geai, St. Chamond (Loire).	1907 to F
GB	Stirling.—Stirling's Motor Carriages, Ltd.—Hamilton, N.B.; Granton, Glasgow.	1901–1907
US	Stoddard-Dayton.—Dayton Motor Car Co.—Dayton, Ohio.	1904–1913
D	Stoewer. <sup>1</sup> —Gebr. Stoewer Motoren Werke.—Falkenwalderchaussee, Neutorney, Stettin.	1896 to date
NL	Stokvis.—W. J. Stokvis.—Oude Kraan, Arnhem.	D
D	Stolle.—Vorster und Stolle, Motoren A.G.—Munich, 23.	G
H s	Stolz.—Ungarische Maschinen & Wagen Fbk., A.G.—Raab (= Győr).	D
GB	Stonebow (19).—R. M. Wright & Co.—Newlands, Lincoln.	AD
GB	Stoneleigh. <sup>2</sup> —Stoneleigh Motors, Ltd.—Parkside, Coventry.	1912–1924
US s	Storck.—Frank C. Storck.—Broad & White Streets, Red Bank, N.J.	1901–1903
I	Storero.—Luigi Storero.—37, Corso Valentino, Turin.	BD
GB	Storey.—Storey Motors, Ltd.— <i>New Cross, S.E.14</i> ; Thornton Road, Clapham Park, S.W.12.	1920–1930
E	Storm.—194, Cortes, Barcelone.	F to H
GB	Straker-Squire.—S. Straker & Squire, Ltd.— <i>Fishponds, Bristol</i> ; Angel Road Works, Edmonton, N.18.	1908–1926
US s	Strathmore.—Strathmore Automobile Co.—Albion Building, Boston, Mass.	1899–1902
US	'Streator'.—Streator M.C. Co.—(Ill.)	1905–1908
GB	(ii) Stringer; Winco.—Stringer & Co. (Sheffield), Ltd.—Winco-bank Works, Sheffield.	1909–1932
US e	Strong & Rogers.—Strong and Rogers.—Cleveland, Ohio.	1900–1901
US s	Strouse.—Strouse, Ranney & Knight.—Detroit.	1915
I	Stucchi.—Stucchi & Co.—11, Via Tortona, Milan.	B
US e,p	Studebaker; Erskine.—The <i>Studebaker</i> , Studebaker-Packard, Corporation (20).—South Bend, Indiana.	1902 to date
GB	Sturmey.—Sturmey Motors, Ltd.—230–250, Widdrington Road, Coventry.	1909–1912
US	Sturtevant.—Sturtevant Mill Co.—Boston, Mass.	1904–1908

<sup>1</sup> Front wheel drive. Made sewing machines and typewriters.

<sup>2</sup> Curious driving-seat position.

D	Stuttgarter.—Neudeck & Co.—Stuttgarter Motor-Wagenfabrik, Stuttgart.	B
US	Stutz.— <i>Ideal M.C. Co.</i> ; The Stutz Motorcar Co. of America.—Capital Avenue and 10th Street, Indianapolis, Ind.	1912–1936
D	Stutznäcker.—W. Stutznäcker.—Andreasstrasse, Dortmund (Westf.).	BC
US	Stuyvesant.—Stuyvesant M.C. Co.—Cleveland and Sandusky, Ohio.	1911–1912
US	Success.—Success Automobile Buggy Manufacturing Co.—St. Louis, Mo.	1906–1909
F	Suère.—J. Suère.—85, Ave. du Général Michel Bizot, Paris (12ème).	1905 to H
F	Sultan.—Lethimonnier & Cie. (21).—32, R. Félicien-David, Paris (XVIe).	1906 to D
JAP	Sumida.—Ishikawajima Automobile Mfg. Co.—Tokio.	to date
GBC	(ii) Summit.—Sydney, N.S.W.	1922–1926
US	Sun.— <i>Sun Motor Car Co.</i> — <i>Buffalo, N.Y.</i> ; The Automotive Corporation.—Toledo, Ohio.	1915–1924
GB	Sunbeam.— <i>John Marston, Ltd.</i> ; <i>Sunbeam M.C. Co., Ltd.</i> — <i>Moorfield Works, Wolverhampton</i> ; Sunbeam Motors, Ltd., Ryton-on-Dunsmore.	1899–1937; 1955
GB	Sunbeam-Talbot.—Sunbeam-Talbot, Ltd.—(as Talbot).	1939–1954
US s	(i) Sunset.—Sunset Automobile Co.—1336, Mission Street, San Francisco, California.	1901–1907
US	(ii) Sunset (22).—Victory M.C. Co.—San Jose, Calif.	1906–1909
F	S.U.P.—Usines du Paquis.—Cons-la-Granville (Ardenes).	1919–1922
F	Super.—Lévêque Frères.—5, Ave. des Cerisiers, Asnières (Seine).	D
US	Supreme.—The Supreme Motors Corp.—Warren, Ohio.	1922–1935
GB	(ii) Surrey.— <i>Surrey Service, Ltd.</i> —Premier Place, High Street, Putney; Surrey Light Cars.—1, Portsmouth Road, Thames Ditton.	1921–1930
GBC	Sutton. <sup>1</sup> —H. Sutton.—Melbourne, Australia.	1901–1903
US s	Sweany.—The Charles S. Caffrey Co.—Camden, N.J.	—1895—
S	Swensen.—J. W. Swensen.—Augustendal, Stockholm.	D
GB	Swift.—Swift of Coventry, Ltd. <sup>2</sup> —Cheylesmore and Quinton Works, Coventry.	1899–1931
F	Sylphe.—Sté. S.E.D.A.S.—21, Rue des Aubépines, Bois-Colombes (Seine).	1920—
US	Synnestedt.—Synnestedt Machine Co.—Pittsburgh, Pa.	1904–1908
US e	'Syracuse'.—Syracuse Automobile Co.—(N.Y.)	1899–1903
F	La Syrène. <sup>3</sup> —Société Automobile 'La Syrène'.—8, Rue de Joinville, Paris (19e).	D
D	Szawe.— <i>Szabo und Wechselmann</i> ; Ehrhardt-Szawe Automobilwerke, A.G.—Zella-Mehlis (Thuringe).	FG

<sup>1</sup> Also heavy oil.

<sup>2</sup> 1859 sewing-machine (and later bicycle) firm.

<sup>3</sup> Cf. Sirène.



## KEY TO NUMBERED COMMENTARY

- 1 Also called "Rigs that Run". Cf. (v) Standard.
- 2 3 h.p. single cyl. Hence the exemption, implied in the name, from the scale tax prevailing before 1934.
- 3 The famous aeronaut from Brazil, said to be unable to take a meal unless perched high above ground.
- 4 Air-cooling, reluctantly abandoned by Lanchester in 1904, has been favoured by (ii) A.B.C., Adams-Farwell, Aerocar, Cameron, Chase, Crosley, D.A.C., Fox, Franklin, Frayer-Miller, (ii) Holmes, (ii) Illinois, Jonz, Julian Brown, Kauffman, Knox, M.A.F., Morgan, OTAV, Phänomen, (i) Premier, Rex, (ii) Scotsman and (i) Waltham.
- 5 *I.e.*, Sté. de Transport et Manutention Electriques.
- 6 La première automobile suisse à essence, quoique, dès 1888, Martini en ait inventé le moteur. Plus tard, cette maison fabriqua des machines à broder, des camions et des autocars.
- 7 Jadis, Société de Constrn. Automobile Parisienne.
- 8 Curious three-wheeler, wheel-steered from sidecar.
- 9 Well-known mail-order stores, recently proprietors of "Encyclopaedia Britannica". Car was made for them by (i) Lincoln. A whip was fitted on dashboard—just in case. From \$325 in 1908!!
- 10 But some of these may have been in reality Peugeot. For (ii) Siddeley, see Wolseley-Siddeley.
- 11 Successeurs, peut-être, à de Champrobert et Cie.
- 12 See also American Simplex; Hutton; Rex; S.K.; Smith and Mabley.
- 13 Previously it was a Bohemian model of Hispano-Suiza.
- 14 Belt-driven light car, perh. of Spanish origin, stated first made in Biarritz, 1919.
- 15 Some cars imported from Hanzer, 1902/03.
- 16 La seule marque importante provenant des Pays-Bas. Prise sur 4 roues, 1905, et dispositif intéressant d'économie d'essence.
- 17 *I.e.*, Standard Swallow: outcome of special body on (iv) Standard. These initials also constituted the monogram of Sheffield-Simplex and Siemens-Schuckert. Henceforward "Jaguar".
- 18 Only Mr. R. J. Stephens' own model (running well) now exists.
- 19 ? Native or imported. It is curious that R. M. Wright himself drove a Georges Richard in competitions.
- 20 Wheelbarrows at Placerville (form. Hangtown), Calif., during 1849 gold rush. Coachbuilders 1852 to 1919. Made *e*, 1902/11; *p* 1903 to date; Erskine 1926 to 1930. Vehicles were made for this firm by E.M.F. and Garford. Also at Detroit, Port Huron and Pontiac.
- 21 One or more of the models also made at Springfield, Mass., by "Sultan Motors Company" from 1908.
- 22 "Sunset" is well-known dist. of S. Francisco. I now think these two makes are unconnected.

## ADDITIONS

*(cases where abbreviated entries are necessitated or deemed adequate)*

- B: Soméa, F.  
 D: Schnittger 1949; Siegel 1908; Steudel 1908/1910.  
 F: Sabella 1907/14; Sandorf 1908; Schaudel (afterwards Motobloc) 1900/02; S.E.F.A.C., 1934/38; Svelte 1906; S.P.O., 1910.

## S—GENERAL NOTES

- GB: ?Salsbury 1903; ?Seetstu—(believed 2-str assembled by McGeoch, Paisley) 1907; Sefton, B; Sherwyn 1913; *e* Southey B; (x) Speedy (3-whlr.) 1920; (i) S.S., A; Surridge (cycl.) 1913; Swallow 1922; Swallow Doretti—1955.
- I: S.A.M.E.M., 1946 to date.
- Jap: Satonaka, Seiko, Shin-Aichi (3-whlrs), Shibaura—to date.  
Sekine (no axles; drive direct to near rear wheel) 1923.
- S: Self 1916; 'Surahammar' 1897.
- US: (ii) St. Louis 1922; *e* Salisbury 1896; Salvador (cycl.) 1914; 'Sandusky' (O.) 1903; Sampson (see Alden-Sampson) 1904/05; Sawyer 1920; Schlosser 1912; Schnader 1907; Schwartz 1920; Seagrave 1921; Serrifile 1921; Sha 1920; Shad-Wyck 1917; 'Sharon' (Pa.) 1915; Shaum 1905; Shaw-Wick 1904; (ii) 'Sibley' (Mich.) 1911; Sibley-Curtis 1912; (iii) Sigma (cycl.) 1914; Signal 1915; Silent 1912; Silver Knight 1906; Simms 1920; *s* Simons (3-wlr) 1893; Simplo 1908; (ii) Smith 1905; § Smith Spring Motor 1896; Snyder 1906; 'South Bend' (Ind.) 1919; Sovereign 1907; Spartan, F; Special 1909; Spiller 1900; S.S.E., 1917; *e* (ii) Stanhope 1905; Static <sup>1</sup> 1923; ? *s* Steam Vehicle 1900; Steco 1914; Steinhart-Jensen 1908; Stein-Koenig 1926; (i) Sterling (aftds. Elkhart) 1909; Stetson 1917; *e* Storms <sup>2</sup> 1915; Stoughton 1919; Stratton—(i) 1909, (ii) 1923; (i) Stringer 1901; Strobel & Martin 1910; Struss 1897; *e* Sturges 1895/98; Suburban 1912; (i) Summit 1907; Superior 1914; Super Kar 1946.

## GENERAL NOTES

SAFIR—name for Turicum. SALISBURY—US car as above, but also English importer's name for Continental make, 1903. LA SALLE—model of Cadillac and of Pathfinder. SAMPSON, SARACEN, SAVAGE, SAVENTHEM, S.E.M.—*vide* Alden-Sampson, (i) 'Reading', Dan Patch, (ii) Excelsior, Morisse. SEVEN LITTLE BUFFALOES—curious name for Buffalo-made 7 h.p. car by de Shaum, q.v. (ii) SIDDELEY—see Wolseley-Siddeley. LA SILENCIEUSE—name for Vinot. SIMPLICIA—? variety of Lacoste, abt. 1908/18. SINCLAIR-SCOTT, SIX, SLIM, SMEDDLE-KENNEDY—*vide* 'Maryland', Barron-Vialle, (i) Pilain, S.K. S.M. (SHAVE-MORSE)—British, or partly British, steam car of 1904 (see Note M. 28), with remarkable claims, incl. range of about 250 miles. S.N., SOFIA—names for Scott Newcomb, Amilcar. SOLIDOR (1907/08)—believed German name for French make. SPEEDY (GB, 1920—Pullinger Engin'g Co.)—intended to sell at £115 10s., would have been the cheapest British car for some years to come. S.R.B.—name for (ii) Bailey. STANGUELLINI—sports conversion of F.I.A.T. STARLEY—see Rover. STAUGHTON—early importer's name for Prosper-Lambert. STEWART-COATS—name for Coats *s* assembled by Y. F. Stewart M.C. Co. at Bowling Green & Columbus (Ohio). STOUT SCARAB—see Scarab.

<sup>1</sup> Unfortunate name referring to constant temperature.

<sup>2</sup> Appropriate power source.



*A Key to the Numbers in Brackets (1-11), Additions (cases where abbreviated entries are necessitated or deemed adequate) and General Notes may be found on page 152*

GB	Talbot. <sup>1</sup> —Clément-Talbot, Ltd.—Barlby Road, N. Kensington, London, W.	1903-1938
F	T.A.M.—Sté. de Travaux mécaniques et automobiles.—107, Blvd. de Courbevoie, Courbevoie; H. Gendron.—60, R. Escudier, Boulogne s/Seine.	1908-1928
JAP <i>e</i>	Tama.—Cie. d'Autos. Elecques. de Tokio.—Tachikawa.	to date
GB	Tamplin (1).—Tamplin Motors.— <i>Kingston Road, Staines</i> ; Malden Road, Cheam.	1919-1927
R	Tansky.—Th. Tansky.—61, Moïka, St. Pétersbourg.	B
US	Tarkington.—Tarkington M.C. Co.—Rockford, Ill.	1922-1923
GBC	Tarrant.—Tarrant Automobile & Engin'g Co.—Melbourne.	1899 to C
CS	Tatra (2).—Tatra-Werke Automobilbau A.G.; Etablissements Tatra, S.A.—96/8, Simmeringer Hauptstr., Vienne XI; Koprivnice, Moravie; 3, Kartouzská, Prague-Smichov.	1897-1954
B	Taulez.—Taulez et Cie.—Lokeren.	AB
US	(i) 'Taunton'.—Taunton Motor Car Co.—(Mass.)	1901-1904
B	(ii) Taunton.—Taunton Cars, Ltd.—Liège.	1914-1922
D	Taunus.—Taunus Automobilfbk, G.m.b.H.—Adalbertstr., Frankfurt s/Main.	DN
I	Taurinia. <sup>2</sup> —Società Taurinia.—Turin.	B
GB	Taylor.—Taylor's Motors, Ltd.—Bridge Crescent, Scotswood, Newcastle-on-Tyne.	-1924-
GB	T.B. (3-wlr.).—Thompson Brothers (Bilston), Ltd. <sup>3</sup> —Bradley Engine Works, Bilston.	1920-1924
I	Teixeira.—Automobili Teixeira.—Via Cavalli, Turin.	D
I	Temperino.—Stà. Anonima Temperino.—Turin.	F
US	Templar.—Templar Motors Corporation.—Lakewood, Cleveland.	1918-1924
US	Tennant.—Tennant Motors, Ltd.—Chicago.	1914-1915
F	Tenting.—Sté. Nationale de Constrn. de Moteurs et Autos. H. Tenting.—46, Rue Curial; 64, Rte. de Versailles, Boulogne-sur-Seine.	B
F	Terrot.—Etablissements Terrot, Sté. Anonyme.—3, Rue André-Colomban, Dijon (Côte-d'Or).	1899-1930
F	Teste et Moret; La Mouche.—Teste et Moret.—20, Rue de la Claire, Lyon-Vaise (Rhône).	1896 to B
US	'Texas'; Texan.—Texas Motor Car Asscn.—Fort Worth.	1918-1922
JAP	T.G.E.—Tokio Gas & Electric Industry.—Tokio.	FK
E	T.H. <sup>4</sup> —Talleres Hereter, S.A.—Barcelone.	1917-1920
GB	Thames (3).—Thames Ironworks Shipbuilding & Engineering Co., Ltd.—Greenwich, S.E.; Millwall, E.	1906-1911

<sup>1</sup> See Darracq, Sunbeam.

<sup>2</sup> Early inhabitants having been the 'Taurini'.

<sup>3</sup> Well-known boiler-makers; fabrique de chaudières.

<sup>4</sup> Succdg. (vi) Ideal.

—TORPILLE

GB	Thanet. <sup>1</sup> —F. J. Wright & Co., Ltd.—Surrey Lane, London, S.W.11.	—1920—
D	(i) Thiele.—F. W. Thiele, Motorenfabrik.—Vor dem Tangermünder Tor, Stendal.	B
D	(ii) Thiele.—Hans Thiele.—11, Varzinerstr., Friedenau, Berlin.	FG
F	Tholomé (cycl.).—Tholomé.—27, Rue Godillot, St. Ouen (Seine).	F
US	(i) Thomas. <sup>2</sup> —Buffalo Mobile & Auto-Bi Co.; E. R. Thomas Motor Car Co.—Dewitt Street and Bradley Street, Buffalo, N.Y.	1899–1911
GB	(ii) Thomas.—W. F. Thomas.—Inkerman Street, Vauxhall, Birmingham.	1903
US	(iii) Thomas-Detroit. <sup>3</sup> —The E. R. Thomas Detroit Co.—L <sup>c</sup> Détroit, Mich.	1906–1908
GBC S	(i) Thompson.—Thompson & Company.—10, Queen Street, Melbourne, Australia.	1901–1902
US	(ii) Thompson.—Thompson Automobile Co.—Providence, R.I.	1907–1908
US S	(i) Thomson.—Thomson Automobile Co.—Market Street, Philadelphie.	1900–1902
F	(ii) Thomson.—Raymond Thomas.—24–50, Rue du 14 Juillet, Talence (Gironde).	1913 to G
GB	Thor (4).— <i>Thor Motor Car Company, Horseferry Road; Simpson Taylor, Ltd.</i> —Palace Street, London, S.W.	1904–1923
GB p,s	Thornycroft.—John I. Thornycroft & Co., Ltd. (5).—Basingstoke.	1903–1913
S	Thulin.—Thulinverken.—Landskrona.	1919–1928
GB	Thurlow.—Thurlow & Co.—3, Kingston Rd., Wimbledon, S.W.19.	1920–1921
F	Tic-Tac.—F. Dumoulin.—5, Rue Voltaire, Puteaux (Seine).	1924
S	Tidaholm.—Tidaholms Bruks A.B.—Göteborg.	1905–1934
? A	Tiefenthaler.—? Tiefenthaler Automobil Gest.—? Tiefenthal, Basse-Autriche, Cisleithanie.	1906
F	Le Tigre.—R. Merville.—2, Rue de l'Ouest, Asnières (Seine).	F
GB	Times.—A. Tyas.—Stanley Street, Sheffield.	BC
US	Tincher.— <i>Chicago Coach &amp; Carriage Co.</i> —Chicago; Tincher Motor Car Co.—South Bend, Ind.	1903–1909
GB	Tiny.—Nanson, Barker & Co.—Esholt, Yorks.	1913–1915
CH	Tissot.—L. Tissot.—Chêne-Bougeries (Genève).	B
US	Tjaarda. <sup>4</sup> —Briggs Mfg. Co.—Le Détroit.	1934–1935; 1948
US S	'Toledo'.—American Bicycle Company (Pope).—Chicago; Indianapolis; 3057, Central Ave., Toledo, Ohio.	1900–1903
F	Tollin.—Tricars Tollin.—38bis, Rue d'Artois, Paris (8e).	D
F	Tom Pouce (Cycl.).— <i>Blanc et Guillon</i> ; 20, Rue Charles-Lorilleux, Puteaux (Seine); Gges Ernault.—Dommartin (Somme).	1920–1924
US	Torbensen.—Torbensen Gear Co.—Bloomfield, N.J.	1902–1908
D	Torpedo.—Berliner Automobil Fbk. 'Torpedo'.—Georgenkirchstr., Berlin, N.O.43.	CD
B	(i) Torpille (6).—Sté. l'Automobile.—10, Rue Bonne Terre, Vleurgat, Bruxelles.	1900–1901

<sup>1</sup> Origin obscure.

<sup>2</sup> Improved Thomas Flyer, abt. 1902–1913.

<sup>3</sup> Afids. Chalmers Detroit.

<sup>4</sup> Rear-engined—moteur AR.

## LA TORPILLE—

F	(ii) La Torpille.—A. Derozière, Garage Bobrie.—65/67, Rue de Bordeaux, Saumur.	F
I	Toscana.—Fabbrica Toscana.—15, Viale in Curva, Florence.	B
US	Touraine.—The Touraine Co. <sup>1</sup> —Philadelphie.	1912–1916
F	Tourand.—Tourand et Cie.— <i>Le Havre-de-Grâce (Seine-Inf.)</i> ; Suresnes (Seine).	1900–1907
US	Tourist.—J. W. Burt; Autovehicle Company.—Pueblo de N.-S. la R. de Los Angeles, Californie.	1902–1908
JAP	Toyopet.—Koromo.	1936 to date
JAP	Toyota.—Fabr. Autole. Toyota.—Nagoya, Tokio.	1937 to date
GBC	Trackson.—Trackson Bros., Ltd.—Brisbane, Australia.	1901
F	Tracta. <sup>2</sup> —Automobiles Tracta, S.A.—102, Rue de Colombes, Asnières (Seine).	1926–1936
US s	Tractobile (7).—Pennsylvanian Steam Vehicle Co.—Carlisle, Pa.	1900–1902
F	Train (cycl.).—6bis, Rue Rouget-de-l'Isle, Courbevoie (Seine).	–1925
US	(ii) Traveler.—Single Center Buggy Co.; Traveler Motor Car Co.—Evansville, Ind.; Le Détroit, Mich.	1910–1914
GB	Traveller. <sup>3</sup> —William Shaw.—Aire Street, Goole, Lincs.	BC
CH e	Tribelhorn.—Elektrische Fahrzeugwerke.—Altstetten; Feldbach-Hombrechtikon; Industriestrasse, Oerlikon (Zürich).	CK
US	Tribune.—Tribune Motor Car Co.—Le Détroit.	1913–1914
GB	Trimobile (or Avon).—Avon Motor Manufacturing Co., Ltd.—Keynsham, nr. Bristol.	1903 to D
D	Trinks.—Otto Trinks Maschinenfabk.—Marienfelde, Berlin.	F
D	Trionette (3-wlr.).—Trionette Gest.-m.b.H.—Haste, Osnabrück.	F
US	(i) Triumph.—Christopher Bros.—Chicago, Ill.	1900–1909
GB	(iv) Triumph. <sup>4</sup> —Triumph Motor Co., Ltd.—Priory Street, Banner Lane, Coventry.	1923 to date
GB	Trojan (7a).—Leyland Motors, Ltd., Kingston, Surrey; Trojan, Ltd.—Purley Way, Croydon.	1923–1936
F	La Trotteuse.—Rte. de Chevreuse, St. Rémy (S.-et-O.).	D
US	Trumbull.—Trumbull Motor Car Co.—Warren, Ohio; Bridgeport, Conn.	1914–1915
F	Tuar.—A. Morin.—Thouars (2-Sèvres).	1914–1925
US	Tucker.—The Tucker Corpn. (8).—Grass Valley, Calif.; Chicago, 29, Ill.	1946–1948
GBC	Tudhope.—Tudhope M.C. Co.—Orillia, Lake Simcoe, Ontario.	1913–1914
GB	Tulip.—Alex J. Flewitt & Co.—Alma Street, Aston, Birmingham.	BC
US	'Tulsa'.—Tulsa Automobile Mfg. Co.—(Okla.)	1917–1922
D	Turbo.—Turbomotoren A.G.—Ulmerstr., Gaisburg, Stuttgart.	F
F	Turcat-Méry; T.M.—Automobiles Turcat-Méry, S.A.—6, Boulevard d'Accès, Marseille; J. Monnerot-Dumaine.—17, Boulevard Michelet, Marseille.	1898–1926

<sup>1</sup> Aftds. Vim Motor Truck Co.

<sup>2</sup> Prise roues AV: frt.-whl. dr.

<sup>3</sup> Also name for Alldays.

<sup>4</sup> Also name for e Ellis.

—TYSELEY

F	Turgan-Foy.—Turgan, Foy et Cie.—96/102, Rue Carnot prolongée, Levallois.	A to 1906
CH	Turicum (9).—Automobilfabrik Turicum, A.G.—Uster, près Zurich.	CF
GB	<i>p, s</i> (i) Turner;— <i>s</i> Turner-Miesse.— <i>Thos. Turner &amp; Co.</i> — <i>Walsall Street</i> ; Turner's Motor Mfg. Co., Ltd.—Lever Street, Green Lane, Wolverhampton	<i>s</i> 1902–1913; <i>p</i> 1906–1931
GB	(ii) Turner.—Turner Sports Cars, Ltd.—32, Merridale St., Wolverhampton.	1951 to date
GB	Turrell (10).—Accles & Turrell.—Holford Works, Birmingham.	1900 to B
B	T.V.D. (cycl.).—Ets. Thiriar et van den Daele.—41, Rue du Châtelain, Bruxelles.	FG
US	Twentieth Century. <sup>1</sup> —20th Century Mfg. Co.—17, Warren Street, New York.	1900–
US	(i) Twin City (11).—Twin City M.C. Co.—St. Paul, Minn.	1912–
US	(ii) Twin City (cycl.).—R. R. Griffiths.—Minneapolis.	1914
US	(ii) Twombly.—Twombly Motors Co.—New York.	1911
US	(iii) Twombly.—Driggs-Seabury Ordnance Co.— <i>Nutley, N.J.</i> ; Sharon, Pa.	1914–1915
US	Twyford.—Twyford Motor Car Co.—Brookville, Pa.; Houston, Tex.	1902–1908
GB	Tyne.—W. Galloway & Co.—Gateshead, Durham.	1904
D	Typ.—Gebrüder Schultz.—Industriestr., Münster (Westphalie).	F
GB	'Tyseley'.—Tyseley Car Co.—(Birmingham.)	—1913–

<sup>1</sup> See Lococar.

## KEY TO NUMBERED COMMENTARY

- 1 Another queer offset 2-str. with belt drive.
- 2 Jad. Nesselndorfer. Aussi à Nesselndorf, Böhmisch-Leipa et Stauding. Prières A.V. Mntt. Tatraplan.
- 3 Thames Ironworks were origin of Millwall Football Club. The 50 h.p. had 1320 mm. rear wheels. Name unfortunately now used for British Ford commercial, form. Fordson.
- 4 The 1904 make had Simms engine and solid tyres. Almost only subsequent trace 1919—believed same lineage, but had US engine and parts.
- 5 Famous marine engine, heavy vehicle and fire-engine firm—1872 to date. A Thornycroft (? commercial) seems to have been on sale in USA in 1901.
- 6 Perh. of French origin, as Véhel was imported to GB under name "Torpedo". See Pygmée.
- 7 A frt.-drive *s* conversion for horsed rigs.
- 7a Quaint starter; solid tyres; no differential. These notes exclude Mastra, 6-cyl. model, 1936.
- 8 Makers of "Sno-Cat" track-driven mountain sledge. 1948 car had swivelling centre headlight.
- 9 Autrement Safir. Quelques-unes étaient à prise par disque.
- 10 More precisely Accles-Turrell at this address. Turrell later, by Pollock Engin'g Co., Stockport Rd., Ashton-under-Lyne, Lancs.
- 11 Expression referring to adjoining towns of Minneapolis and St. Paul.

## ADDITIONS

*(cases where abbreviated entries are necessitated or deemed adequate)*

D: Taifun 1906.

F: Tribet 1909/11; Truffault (famed suspension system) 1901.

GB: Torbinia 1908/10.

Jap: Tsuenba, K.

US: Temple 1899; Templeton-Dubrie 1910; Tex 1915; Texmobile 1921; Thorobred 1901; *e* Thresher 1900; *e* Tiffany 1913; "Tiffin" (O.), Tiger, 1914; Tinkham (3-wlr.) 1899; Tower 1918; Trabold 1921; Traffic 1914; *s* Trask-Detroit 1922; Traveler—(*i*) 1906, (*iii*) 1924; Trebert 1907; Triangle 1917; Tri-Car 1907; Tri-Moto 1896/1901; *s* Trinity 1900; Triumph—*s* (*ii*) 1900/01, (*iii*) 1911/13.

## GENERAL NOTES

TAINÉ—voir La Joyeuse. TERAS, TERRAPLANE—names for Gobron-Brillié, variety of (*ii*) Hudson. T.M., TRÄGER, LA TRANQUILLE—*vide* Turcat-Méry, (*iii*) Lux, Bartholomé. TOPOLINO—Italian, etc., expression for Mickey Mouse, and hence Baby F.I.A.T. TRIANGEL (*cf.* Triangle, US, above)—Danish 3-wlr. delivery van. TURKHEIMER—*vide* O.T.A.V. TWEENIE—importer's name for French friction-drive car, 1914.

# U

*Additions (cases where abbreviated entries are necessitated or deemed adequate) and General Notes may be found on page 154*

F	Ultima.—B. Bournay.—56, Rue des Arts, Levallois (Seine).	D
F	Underburg.—Underburg et Cie.—Chantenay, Nantes.	BC
D	(i) Union; <sup>1</sup> Maurer Union.—Ludwig Maurer; <i>Maschinenfabrik Union, Dusseldorf</i> ; Dürenhofstr., Nuremberg.	AD
US	(ii) Union.—Union Automobile Co.—Union City, Ind.	1902–1905
US	(iii) Union.—Union Carriage Co.—St. Louis, Mo.	1908–1909
US	(iv) Union.—Union Sales Co.—E. Spring St., Columbus; Cincinnati (Ohio).	1911–1914
D	(v) Union.—Union Kleinautowerke.—Mannheim.	F
GB	Unit. <sup>2</sup> —Rotary Unit Co., Ltd.—Woburn, Bucks.	1920–1923
US	Unito.—Cleveland, Ohio.	1908–1910
GB	(i) Universal. <sup>3</sup> —Universal Engin'g Co.—Dale End, Birmingham.	1914–1916
US	Upton. <sup>4</sup> —Upton Machine Co.— <i>Beverly, Mass.</i> ; Lebanon, Pa.	1902–1907
D e	Urbanus.—Gottfried Hagen.—Kalk, près Cologne.	D
PL	(ii) Ursus.—Fabrique d'Automobiles Ursus.—Czeckowice, près Varsovie.	FH
US	U.S. Long Distance.—United States Long Distance Automobile Co.—Jersey City, N.J. (afterwards (iii) Standard).	1900–1904
US e	U.S. Motor Vehicle.—U.S. Automobile Co.—Attleboro', Mass.	1899–1901
D	Utermobile.—Utermöhle, G.m.b.H.—Frankfurterstr., Berlin.	BD
GB	Utile.—Utile Motor Mfg. Co.—Station Avenue, Kew Gardens.	1904
F	Utilis.—("joint l'utile à l'agréable").—Camille Lafarge.—47, Blvd. Gouvion-St.-Cyr, Paris (17 ème).	1923–1924

<sup>1</sup> Friction drive.

<sup>2</sup> Horizontal engine—no clutch or gear box.

<sup>3</sup> Turner engine.

<sup>4</sup> Headlights followed front wheel movements.



## ADDITIONS

*(cases where abbreviated entries are necessitated or deemed adequate)*

D: Ultramobil (German built Oldsmobile) 1908.

F: (i) Ursus 1908.

I: Urania 1949.

US: Ultimate 1920; (ii) Universal 1917; U.S., 1908.

## GENERAL NOTES

Note: Unic (F); Unica (I)—appellations de la Georges Richard.



*A Key to the Numbers in Brackets (1-3), Additions (cases where abbreviated entries are necessitated or deemed adequate) and General Notes may be found on page 158*

F	La Va-Bon-Train.—Larroumet et Lagarde.—78, Cours Voltaire, Agen.	1908, D
I	Vaccari.—Roberto Vaccari.—2, Via Giovanni Chiasso; Viale del Risorgimento, Mantoue.	D
F	Vagova.—Vareille et Godet.—16bis, Rue Chaptal, Levs.-Perret (Seine).	F
GB	V.A.L. (cycl.).—V.A.L. Motor Co.—314, Bradford St., Birmingham.	—1914—
GB	Vale.—Vale Engin'g Co., Ltd.—Portsdown Road, Maida Vale, W.9.	1933-1936
F	(i) Vallée.—Société des Automobiles Vallée.—60, Rue de l'Australie, Le Mans.	1896-1901
GB	Valveless.—Valveless, Ltd.; David Brown & Sons (Huddersfield) Ltd.—Lockwood, Huddersfield.	C to 1915
US	(i) Van.—H. F. Van Wambeke & Sons.—Elgin, Ill.	? 1908-1909
US	(ii) Van.—L. C. Erbes.—Waterloo, Iowa.	1914
B	Vanderhaeghen.—O. Vanderhaeghen.—25, Blvd. Zoologique, Gand.	D
GB	Vandy.—Vandys, Ltd.—Pembridge Villas, Notting Hill, London, W.11.	1920-1921
NL	van Gink.—van Gink, Otto Bulkman & Co.—Amsterdam.	1902
B	van Langendonck.—Compagnie Générale d'Automobiles.—Rue de Brabant, Bruxelles.	1901—
GB s	Vapomobile (also M.C.C.).—Motor Construction Co.—Canal Street, Nottingham.	1902-1905
GB	Varley-Woods.—H.S. Motors, Ltd.—Shaftesbury Road, Acton, London, W.3.	1920-1921
US	(ii) Vaughan.—Irvine Automobile Co.—Greensboro, Caroline du Nord.	1921-1923
GB	Vauxhall.—Vauxhall Ironworks Co., Ltd., Wandsworth Road, London, S.W.; Vauxhall Motors, Ltd.—Luton, Bedfordshire.	1903 to date
F	Vauzelle-Morel.—Vauzelle, Morel et Cie.—Rue des Goncourt, Paris (XIe).	1902
US e	V.E.C.—Vehicle Equipment Co.	1903-1904
US	Velie.—Velie Motor Vehicle Corp.—Velie Place, Moline, Illinois.	1908-1929
GB s	(i) Velox (1).—Velox Motor Co., Ltd.—Coventry.	1902-1904
I	Vergnano.—L. Vergnano.—Via Bava, Turin.	D
D	Veritas.—Automobilfbk. Veritas.—Siegmaringen; Baden-Baden.	1947-1950; 1952 to date
F	Vermorel.—Etablissements V. Vermorel.—Villefranche (Rhône).	1908-1930
F	Vernandi.—Naudillon.—171, Rue de la Porte Jaune, Garches (S.-et-O.).	G

# VERNON—

US	Vernon.—Vernon Automobile Corp.—Mount Vernon, N.Y.	1915–1922
US	(ii) Victor.—Victor Automobile Mfg. Co.—St. Louis, Mo.	1907–1911
US	(iii) Victor (cycl.).—Victor M.C. Co.—Philadelphie.	1913–1914
GB	(iv) Victor. <sup>1</sup> — <i>Tyler Apparatus Co., Ltd.</i> ; Victor Cars.—Mount Pleasant Road, Ealing, W.5.	1915–1921
GB	(i) Victory.—H. J. Croft.—Victory Motor Works, Wildman Street, Kendal.	1902 to D
US	(ii) Victory.—Boston, Mass.	1920–1921
GB	(iii) Victory. <sup>2</sup> —Palladium Engin'g Co., Ltd.—1, Premier Place, High Street, Putney, S.W.	—1926—
GB	(i) Victrix.—Victrix M.C. Works.— <i>Southport</i> ; The Lound, Kendal.	B to
F	(ii) Victrix.—Autoles. Victrix.— <i>St. Denis</i> ; Les Lilas (Seine).	1920–1924
US	(iv) Viking.—Olds Motor Works.—Lansing, Mich.	1929–1930
F	Vilain.—Vilain Frères.—23, Rue de l'Atlas, Paris (19e).	AB
F	Villard. <sup>3</sup> —Sté. des Automobiles Villard.—Janville (Oise).	1925 to H
F	Ville.—Société d'Industrie Mécanique.—23, Rue Jenner, Paris (13e).	BC
B	Vincke.— <i>Vincke et Delmer</i> ; Société Anon. des Autos. Nestor Vincke.—76, Rue Léopold, Malines.	1894 to D
D	Vindec.—Köln-Lindenthaler Metallwerke, A.G.—Neuenhöfer Allee, Lindenthal, Cologne.	DG
D	Vindelica.—Heinle und Wegelin.—Oberhausen; Rosenstr., Kiel.	B
F	Vinot; V.D.—Vinot et Deguingand.—59, Ave. Georges Clemenceau, Nanterre; 29, Quai National, Puteaux (Seine).	1901–1926
F	Violette.—Franc et Cie.—55, Rue des Frères Herbert, Levallois (Seine).	DF
GB	Vipen.—East Riding Cycle Co.—Grosvenor Street, Kingston-on-Hull.	1898 to B
F	Viratelle.—Sté. des Motos. et Autos. Viratelle.—7, Rue Jean Bourgey, Lyon.	1924
US	'Virginian'.—Richmond Ironworks Corp.—Richmond, Va.	1911–1912
B	Vivinus.—Ateliers Vivinus, S.A.—60/64, Rue Destouvelles, Bruxelles.	1896 <sup>4</sup> to F
GB (?)	Vogt.—Vogt Motors, Ltd.—Trump Street, London, E.C.	1902 to C
D	'Vogtland'.—Cl. Endesfelder, G.m.b.H.—Parkstrasse, Plauen (Vogtland).	DG
US	Vogue.—Vogue Motor Car Co.—Tiffin, Ohio.	1917–1923
F	Voisin.—Sté. Anonyme des Aéroplanes G. Voisin.—36, Boulevard Gambetta, Issy-les-Moulineaux.	1919–1939
CHI	Voiture Populaire.—Fabrique Natle. Chinoise.—Moukden, Mandchourie.	to date
R	Volga.—Fabrique Molotov.—Gorki.	1955
D	Volkswagen (2).—Volkswagen, G.m.b.H.—Hohenstein-Ernstthal; Fallersleben; Wolfsburg (Brunswick).	1939 to date
I	Volpe ("fox").—Stà. Lombarda di Navigazione Aerea.—Officine Caproni, Trento.	—1947—

<sup>1</sup> Also a name for Overman.

<sup>2</sup> See also Pobieda.

<sup>3</sup> Cycl. à 3 roues. Prise par disque, avec chaîne.

<sup>4</sup> Exact dates uncertain.

—VULPÈS

S	Volvo.—Aktiebolaget Volvo.—Gothenburg, Stockholm.	1927 to date
D	Voran.—Berliner Kleinmotoren, A.G.—Wilmsdorf, Berlin.	K
GB	Vox (3).—Lloyd & Plaister, Ltd.—Station Road, Wood Green, London, N.	1912–1915
GB	(i) Vulcan.— <i>T. &amp; J. Hampson &amp; Co., Yellow House Lane, Southport</i> ; Vulcan Motor & Engineering Co.—Crossens, near Southport, Lancs.	1888–1929
US	(ii) Vulcan.—Vulcan Mfg. Co.—Painesville, Ohio.	1913–1914
D <i>e,p</i>	Vulkan.—Vulkan Automobil Gest. (Loeb & Co.).—45, Ritterstrasse; Fritschestr., Charlottenburg, Berlin.	B to 1914
F	Vulpès.—Autos. Vulpès.—47, Rue St. Ferdinand, Paris; 170, Blvd. Natl. Clichy.	BC

## KEY TO NUMBERED COMMENTARY

- 1 Also unfortunate appellation of Heine and of Vauxhall.
- 2 The notorious K. d. F. or "Strength through Joy" car, to be acquired through savings stamps. The trouble was to obtain delivery.
- 3 A 2-stroke light car with laminated valve springs and handsome radiator.

## ADDITIONS

*(cases where abbreviated entries are necessitated or deemed adequate)*

D: (ii) Velox 1915/20.

F: La Valkyrie 1906; (ii) Vallée (3-wlr.) 1952; Vallon 1902; Véhel (see Torpille) 1901; Violet-Bogey (cycl.) 1920; Vousémoi (*i.e.* "We Two") 1904.

GB: Via, C; Vici 1907.

I: Vaghi 1920.

US: Valley Dispatch 1927; Vandergrift 1907; Van Dyke 1912; Van L., 1911; (i) Vaughan,<sup>1</sup> Vestal, 1914; Viceroy, D; (i) Viking 1908; Vixen 1914.

## GENERAL NOTES

VAN WAGONER—see Syracuse. 'VARSOVIE'—Polish name for Pobieda. V.D., VELOMOBILE, VERNON-DERBY—see Vinot, Eastmead-Biggs, Derby. VERTEX—see James & Browne. LA VICTOIRE—international name for Pobieda. VOITURETTE—generic French name for runabout, mistakenly adopted as brand name—see Car-Nation.

<sup>1</sup> Cf. Vaughn—name for Gas-au-Lec.



*A Key to the Numbers in Brackets (1-10), Additions (cases where abbreviated entries are necessitated or deemed adequate) and General Notes may be found on page 163*

US	'Waco' (1).—Western Automobile Co.—Seattle, Wash.	1915-1917
GB	Waddington.—Waddington & Hall.—Greta Street, Middlesbrough, Yorks.	BC
A	W.A.F. (2).—Wiener Automobil Fabrik, G.m.b.H.—95, Hardtmuthgasse, Vienne, X, Autriche.	DF
US	Wagenhals.—Wagenhals Motor Co.—Le Détroit.	1913-1915
D	Wagner.—Wagner & Kratsche.—Rosenheim, Bavière.	1951
US	Wahl (3).—Wahl M.C. Co.—Le Détroit.	1914
GB	Walco.—W. A. Lloyd's Cycle Fittings, Ltd.—Clyde Works, Birmingham.	B
US	Walker.—Walker M.C. Co.—Détroit.	1905-1906
US	(i) Wall.—The R.C. Wall Mfg. Co.—1336, Race Street, Philadelphie.	1901-1904
GB	(ii) Wall (3-wlr.).—A. W. Wall, Ltd.—Roc Motor Works, Tyseley, Birmingham.	1911-1915
B	Wallegthem.—Bruxelles.	B
GB	Wallis.—Wallis & Steevens, Ltd.—Basingstoke, Hants.	BC
D	Walmobil.—Walter Loebel.—Dresde; Könneritzstr., Schleussig, Leipzig.	F
US	(i) Walter. <sup>1</sup> —Walter Automobile Co. of New Jersey.—Trenton, N.J.	1906-1909
CS	(ii) Walter.—J. Walter A. Spol.—Jinonice, près Prague (17e).	F to 1937
US	(ii) 'Waltham' (Orient).—Waltham Automobile Co.—(Mass. —130, Newton Street.)	1900-1909
US	(iii) 'Waltham'.—Waltham M.C. Co.—(Mass.)	1920-1923
US	Walworth.—A. O. Walworth & Co.—Chicago, Ill.	1905 to
D	(x) Wanderer.— <i>Winkhofer und Jaenicke, A.G.</i> ; Wanderer-Werke, A.G.—Schoenau, bei Chemnitz.	1911 to date
US e	(x) Ward Electric.—Ward M.V. Co.—Mount Vernon, N.Y.	1914-
US e	Ward-Leonard.—Ward Leonard Electrical Co.—Bronxville, N.Y.	1901-1903
GB	Warne.—Pearsall-Warne, Ltd.—Letchworth, Herts.	1913-1915
US	Warren (4).—Warren Motor Car Co.—Detroit, Mich.	1909-1914
GB	Warren-Lambert.—Warren-Lambert Eng. Co., Ltd.— <i>Uxbridge Road, Shepherd's Bush</i> ; Petersham Road, Richmond, Surrey.	1913-1922
D	'Wartburg' (5).—Fahrzeugfabrik Eisenach, A.G.—Eisenach.	BD
US	Warwick.—Warwick Cycle & Automobile Co.—Springfield, Mass.	1901-1904
US	(i) 'Washington'.—Carey A. Davis.—(D.C.)	-1907-
US	(ii) 'Washington'.—Carter M.C. Corp.—Washington, D.C.; Hyattsville, Md.	1909-1911
US	(iii) 'Washington'.—Detroit Motor Co.—Washington, Pa.; Washington Motor Co.—Middletown and Eaton, Ohio.	1921-1924

<sup>1</sup> Aftds. Mercer.

# WASP—

US	(ii) Wasp.—Martin Wasp Corpn.—Bennington, Vt. <sup>1</sup>	1920–1923
US e	(i) Waverley (6).—Waverley Electrical Vehicle Co.—South East St., Indianapolis.	1898–1916
GB	(ii) Waverley.— <i>Scottish Motor Co.</i> ; New Rossleigh Motor & Cycle Co., Ld.— <i>Leith Walk</i> ; Hope Crescent, Edinburgh.	B
GB	(iii) Waverley.— <i>Light Cars, Ld., Waldo Road, Willesden</i> ; Waverley Cars, Ld.—Trenmar Gardens, Harrow Road, London, N.W.10.	1910–1932
US	Wayne. <sup>2</sup> —Wayne Automobile Co.—Le Détroit, Mich.	1904–1908
GB	Webb.—V. P. Webb & Co., Ld.—Stourport, Worcs.	—1923–
CH	Weber. <sup>3</sup> —J. Weber et Compagnie.—Ateliers de Constrn. Mécanique, Uster, Zurich.	1902–
GB	Weigel.—D. M. Weigel; Weigel Motors, Ld.—90, Goswell Road, London, E.C.	1907–1910
D	Weiss.—Otto Weiss Gest.—33 and 140, Greifswalderstr., Berlin.	B
H	Weiss Manfred. <sup>4</sup> —H. Manfred Weiss.—Csepel, près Budapest.	FH
US	Welch; <sup>5</sup> Welch-Marquette.—Welch M.C. Co.—Pontiac, Mich.; Detroit.	1904–1911
GB	Weller.—Weller Bros., Ld.—Thomas's Place, West Norwood.	1902 to C
GB	Werbell.—Dundee, Forfar.	1907
D	Werdau.—Motorenfabrik Werdau, A.G.—Johannisstrasse, Werdau (Saxe).	B
F	Werner.— <i>Werner Frères et Cie.</i> ; Sté. Française d'Autos et d'Aviation.—Billancourt; Levallois (Seine).	BD
GB	(iii) West.—West, Ld.—Foleshill Road, Coventry.	1904–1912
GB	Westcar.—Strode Engin'g Wks.—Herne, Kent.	1922–1926
US	Westcott.—Westcott Motor Car Co.—Richmond, Ind.; Springfield, Ohio.	1910–1925
D	Westfalia.—Ramesohl & Schmidt, A.G. (dairy apparatus).—Oelde (Westph.).	D
US	(i) Westinghouse.—Westinghouse Electrical & Mfg. Co.—East Pittsburgh, Pa.	1901 to C
F	(ii) Westinghouse.—Société des Automobiles Westinghouse.—Boulevard Sadi Carnot, Le Havre-de-Grâce.	1904 to D
US p,s	Weston.—Grout Brothers.—Orange, Mass.	s p 1896 to C 1905 to D
GB	Westwood.—Westwood Motor Co.—Britannia Works, Lower Ince, Wigan.	1920–1926
CH	Wetzikon.—Motorenfabrik Wetzikon, A.G.—Wetzikon.	1899 to B
F s,p	Weyher & Richemond.—52, Rte. d'Aubervilliers, Pantin, Paris.	abst. 1905–1912
US	Whaley-Henriette.—The Whaley-Dwyer Co.—St. Paul, Minn.	1900–
US	Wharton.—Wharton Motors Co.—Dallas, Tex.	1921–1922
US s,p	(i) White. <sup>6</sup> — <i>White Sewing Machine Co.</i> ; The White Co.—East 79th Street, Cleveland, Ohio.	s p 1900–1911 1910–1918

<sup>1</sup> ? Only car made in this State.

<sup>2</sup> Cf. Richmond.

<sup>3</sup> Prise variable, par courroie.

<sup>4</sup> 2-stroke: à deux temps.

<sup>5</sup> Telescopic steering column.

<sup>6</sup> World-famous s car.

GB	(ii) White.—Standfield & White.—8, Sidwell Street, Exeter, Devon.	BD
GB	White's Imperial.—Edward White.—Bargate End, Boston, Lincs.	BC
US	Whiting.—Flint Wagon Wks.—Flint, Mich.	1905 to
US	Whiting-Grant.—Whiting Motor Car Co.—Flint, Mich.	1911 to D
GB	Whitlock.— <i>Whitlock Automobile Co., Ltd.</i> , Holland Gate, London, W.; Lawton-Goodman, Ltd.—Slade Works, Cricklewood Broadway, N.W.	1900–1935
US s	Whitney.—Whitney Motor Wagon Co.—Boston, Mass.	1897–1902
US	Wick.—Hugh B. Wick Co.—Youngstown, Ohio.	1902–1903
GB	Wigan-Barlow.—Wigan-Barlow Motors, Ltd.—Lowther St., Stoke, Coventry.	1922–1923
E e	Wikal.—Electro-Wikal, S.A.—Calle D. Ramon de la Cruz, Madrid.	1941 to M
CS	Wikov.—Wichterle & Kovarik, A. Spol.—Svatoplukova, Prostějov.	K
US	Wilcox.—(succeeding Wolfe, q.v.).	1907–1909
B	Wilford.—Ateliers de Constrn. Mécque. Ch. Wilford et Fils.—Tamise.	1897 to B
GB	Wilkinson.—Wilkinson Sword Co., Ltd.—Oakley Works, Southfield Road, Acton Green, W.	1903–1913
US e	Williams.—Cleveland, Ohio.	1907–1908
GB	Williamson.—Williamson Motor Co., Ltd.—Coventry.	1916
US	Wills-Ste-Claire (7).—Wills Ste Claire Co.—Marysville, Mich.	1921–1926
US	Willys-Knight.—The Willys Overland Co.—West Central Ave., Toledo, Ohio.	1914–1954 <sup>1</sup>
GB	(i) Wilson; Wilson-Pilcher.— <i>Wilson &amp; Pilcher</i> ; Sir W. G. Armstrong, Whitworth & Co., Ltd.—Elswick Works, Newcastle.	1901–1907
GB	(iii) Wilson.—W. Wilson, A.M.I.M.E.—Leicester Road, Loughborough.	1922–1923
GB e	(iv) Wilson.—Partridge, Wilson & Co., Ltd.—Evington Valley Road, Leicester.	1935 to M
GB	Wilton.—Wilton Cars, Ltd.—120/124, High Street, Tooting, London, S.W.; St. John's Hill, Clapham Junction, S.W.	1913–1924
D	Windhoff.— <i>Gebrüder Windhoff, G.m.b.H.</i> ; Rheiner Maschinenfabk. Windhoff, A.G.—Christianstr., Rheine (Westph.).	DG
GB	(i) 'Windsor'.—Windsor Motor & Engineering Co., Ltd.—(Berks.—5–9, Sheet Street).	1904–1907
GB	(ii) Windsor.—Jas. Bartle & Co., Ltd.—Windsor Car Works, Lancaster Road, W.11.	1924–1928
US	(iii) Windsor.—The Windsor Corp.—St. Louis, Mo.	1929–1930
GB	Wingfield.—Wingfield Motor Co.—Norbury Avenue, Norbury, London, S.E.	1909–1920
US	Winther.—Winther Motor Truck Co.—Kenosha, Wis.	1920–1922
US	Winton (8).—Winton Motor Carriage Co.—Mason Street and Belden Street, Cleveland, Ohio.	1897–1925
GB	Withers. <sup>2</sup> —Withers Motors, Ltd.—35, Edgware Road, London.	C to 1915

<sup>1</sup> On and off!  
<sup>2</sup> Alias 'Magic'.



# WITTEKIND—

D	Wittekind.—Maschinenfbk. Wittekind (Otto Wierum).— Bielefeld.	1923
US	(ii) Wizard.—Wizard Automobile Co.—Charlotte, N.C.	1921–1922
GB	Wolf.—Wearwell Motor Carriage Co.; Wulfruna Engineering Co.—Thomas Street and Brick-kiln Street, Wolverhampton.	BD
US	Wolfe.—H. E. Wilcox Motor Car Co.—Minneapolis.	1902–1907 <sup>1</sup>
GB	Wolseley. <sup>2</sup> — <i>Wolseley Sheep-Shearing Machine Company</i> ; Wolseley Motors (1927), Ltd.—Drews Lane, Ward End, Birmingham.	1895 to date
GB	Wolseley-Siddeley (or (ii) Siddeley).—Wolseley Tool & Autocar Co.; Vickers, Son & Maxim.—Crayford, Kent; Adderley Park, Birmingham.	1904–1911
US	(ii) 'Wolverine'.—Wolverine Auto. & Comml. Vehicle Co.— Dundee.	1904–1905
US	(iii) 'Wolverine' (9).—Wolverine Motor Car Co.—Kalamazoo.	1918–1920
GB	Woodrow.—Woodrow & Co.—82, Wellington Road North, Stockport.	1913–1915
US	<i>e,p</i> Woods Dual Power (10).—Woods Motor Vehicle Co.— 2,500, Cottage Grove Ave., Chicago, Ill.	<i>e</i> 1900–1919 <i>p</i> 1899–1906
US	Woods-Mobilette. <sup>3</sup> —Woods Mobilette Co.—Harvey, Ill.	1913–1915
GB	Worker's Playtime.—Totnes, Devon.	1952–
US	Worth.—Worth M.C. Mfg. Co.—Kankakee, Ill.; Evans- ville, Ind.	1909 to
A	Wyner.—Michael A. Wyner.—9, Opernring; 101, Heiligen- strasse, Vienne, Autriche.	B
CH	Wyss.—T. Wyss (mntt. Berna).—Berne.	env. 1901–1902

<sup>1</sup> Most lists say com. 1907. Aftds. Wilcox.

<sup>2</sup> Illuminated name-plate. Favoured by Metropolitan Police.

<sup>3</sup> A \$380 cycl.

## KEY TO NUMBERED COMMENTARY

- 1 Name, here unfortunately used, of Texan geyser city.
- 2 La première 8-cyls, d'Autriche.
- 3 Wahl is German for "Choice", and the owner could have his own name-plate.
- 4 Up to 1911, sometimes called Warren-Detroit.
- 5 Puisqu'Eisenach est la scène de "Tannhäuser".
- 6 Including Pope-Waverl(e)y, q.v., abt. 1903/08. World's biggest "electrics" factory, Mr. Clymer says. Usually and perhaps more correctly spelt "Waverly".
- 7 By frozen Lake St. Clair, near Detroit, Harold Wills had tuned Ford's 1903 racer.
- 8 The Winton, which bore an inscription "He wears the Crown of Excellence" (and not unsuitably), had an electric self-starter on a 1896 model.
- 9 Michigan being the Wolverine State. Name also applied to variety of (iii) Jackson, 1917.
- 10 "Resembled a movable china closet"—*Esquire*.

## ADDITIONS

*(cases where abbreviated entries are necessitated or deemed adequate)*

D: Willerd 1923.

GB: *s* Warfield 1903; (*i*) Wasp 1908; West-Aster 1907/08; 'Westminster' 1906; Wooler-Mule (3-str.) 1920.

US: Waldron 1909; *s* (*i*) 'Waltham' (Mass.) 1898-1901; Walther 1903; (*x*) Ward (cycl.) 1914; Waterous 1905; *s* Watt 1910; 'Waukesha' (Wis.) 1908; (*i*) J. B. West's Gasoline Vehicle 1895; *s* (*ii*) West 1897; Western 1901; W.F.S., 1912; White Hall 1911; White Hickory 1906; White Star 1910; Wildman 1902; Willard 1905; (*ii*) Wilson 1903; Wing midget 1922; 'Wisconsin' 1899; Witt Will 1916/17; 'Wolverine'—(*i*) 1896, (*iv*) 1927; Wonder (Car)—(*i*) 1900, (*ii*) 1909, (*iii*) 1917; Woodruff 1902; Worthington 1904; Wright 1925.

US: 'Xenia' (O.) 1915.

## GENERAL NOTES

'WATERLOO' (Iowa)—model of Duryea, 1904/05. WATSONIA—importer's name for Dürkopp. 'WESTFIELD' (Mass.)—name for body or engineless châssis by C. J. Moore Mfg. Co., 1903. WHIPPET—variety of Overland and of Willys. WIENER-NEUSTADT, WINCO—see Austro-Daimler, Stringer. WINDORA—Ariès as imported by S. A. Marples, whose aunts were apparently named Winifred and Dora.



*Additions (cases where abbreviated entries are necessitated or deemed adequate) may be found on page below*

US	(i) Yale. <sup>1</sup> —Kirk Mfg. Co.—Oakwood Ave., Toledo.	1903 to C
US	(ii) Yale.—Saginaw M.C. Co.—Saginaw, Mich.	1917 to
R	Yaroslavl.—Autotrust, Moscou.—Yaroslav-sur-Volga.	GH
CH	Y.A.X.A. <sup>2</sup> —Suisse.	D
US	(i) 'York'.—York M.C. Co.—(Pa.)	1905–1907
D	(ii) York.—York Motoren A.G.—Kaiserstr., Plauen (Vogtland).	FG

## ADDITIONS

*(cases where abbreviated entries are necessitated or deemed adequate)*

GB: Y.E.C. (*i.e.* Yorkshire Engin'g Co.) 1906–1908.

Jap: Yodogawa, Yoshida-Yoshi, Yuno (3-wlrs.) to date.

S: s 'Ystad' 1892/93.

<sup>1</sup> Also Yale Flyer is name for water-cooled Cameron.

<sup>2</sup> Cette désignation demeure mystère des plus profonds.



*Additions (cases where abbreviated entries are necessitated or deemed adequate) and General Notes may be found on page below*

CS	Z.—Ceskoslovenska Zbrojovka—Brno (Brünn), Bohême.	1930–1937
F	Le Zèbre.—Sté. Anonyme Le Zèbre.—110, Rue Carnot, Suresnes, et Puteaux (Seine).	1910 to H
F	Zédel; Z.L. <sup>1</sup> —Sté. Française des Autos. Zédel.—Pont-arlier (Doubs).	1907–1928
F	Zeiller.—Zeiller et Fournier.—3, Rue Jean Jaurès, Levs.-Perret (Seine).	1920–1922
GB	Zendik.—Zendik Cars, Ltd.—Thames St., Kingston-on-Thames.	1914
F	Zénith.—Automobiles Zénith.—Besançon (Doubs).	C
US	Zent.—Zent Automobile Co.—Bellefontaine, O.	1902–1907
US	Zentmobile.—Evansville, Ind.	1903–
GB	Zephyr. <sup>2</sup> —Jas. Talbot & Davison, Ltd.—Waveney Works, Freemantle Road, Lowestoft.	1914–1920
F	Zévaco (cycl.).—Sté. Anon. des Vttes. Cyclecars.—44, Rue de la Gare, Euabonne (S.-et-Oise).	1921–1925
F	(i) Zim.—Zimmermann (cycl., 1 cylindre).—64, Route Nationale 51, (Ave. J. Jaurès), Magenta, Epernay (Marne).	D
R	(ii) Zim; Z.I.M.—Zavod Imeni Molotova.—Gorki.	env. 1950 to date
US	(i) Zimmerman.—Zimmerman Mfg. Co.—433, Indiana Avenue, Auburn, Ind.	1908–1914
US	Zip.—H. A. Huebotter; Zip Cyclecar Co.—Davenport, Ia.	1913–1914
R	Zis; Z.I.S. (i.e. Zavod Imeni Stalin)—Fabrique Automobile Staline—Moscou.	1929 to date
I	Zucchi.—C. Zucchi e Cia.—Chiari, Brescia.	D
I	Zust; Brixia-Zust. <sup>3</sup> —Ing. Roberto Zust, Stà. Anon.—Brescia; Via Manzoni, Milan; Intra, Le Lac Majeur.	1906–1909

## ADDITIONS

*(cases where abbreviated entries are necessitated or deemed adequate)*

I: Zena 1910.

F: Zenia 1913.

D: (ii) Zimmerman 1923.

## GENERAL NOTES

**ZEBRA**—name for Le Zèbre. **ZWICKAU**—Russian-controlled Audi production.

<sup>1</sup> Puis Donnet. "Z.L." voulaient dire Zürcher et Lüthi.

<sup>2</sup> Also Ford model, 1936. "Leicester" incorrect.

<sup>3</sup> Brixia was ancient name for Brescia.

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